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號四拾六百貳千壹萬貳第

日五廿月七年寅丙

HONGKONG, WEDNESDAY, SEPTEMBER 1st, 1926

叁拜禮

號壹月九年五十國民華中

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TIME-TABLE.

WEEK DAYS

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	11.40	Noon	12.00	1.15	2.10
Yau Ma Tei	6.50	8.25	10.40	11.50	12.10	1.25	2.20	3.15
Shatin	7.02	8.37	10.52	12.02	12.22	1.37	2.32	3.27
Tai Po	7.16	8.51	11.04	12.14	12.34	1.49	2.44	3.39
Tai Po Market	7.21	8.56	11.09	12.19	12.39	1.54	2.49	3.44
Fanning	7.32	9.07	11.20	12.30	12.50	2.05	3.00	3.55
Shau Shan	7.38	9.13	11.26	12.36	12.56	2.11	3.06	4.01
Shau Shan	7.43	9.18	11.31	12.41	13.01	2.16	3.11	4.06

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shau Shan	7.21	8.56	10.59	12.09	12.29	1.44	2.39	3.34
Shau Shan	7.26	9.01	11.04	12.14	12.34	1.49	2.44	3.39
Shau Shan	7.31	9.06	11.09	12.19	12.39	1.54	2.49	3.44
Shau Shan	7.36	9.11	11.14	12.24	12.44	2.00	2.55	3.50
Shau Shan	7.41	9.16	11.19	12.29	12.49	2.05	3.00	3.55
Shau Shan	7.46	9.21	11.24	12.34	12.54	2.10	3.05	4.00
Shau Shan	7.51	9.26	11.29	12.39	13.00	2.15	3.10	4.05
Shau Shan	7.56	9.31	11.34	12.44	13.05	2.20	3.15	4.10
Shau Shan	8.01	9.36	11.39	12.49	13.10	2.25	3.20	4.15
Shau Shan	8.06	9.41	11.44	12.54	13.15	2.30	3.25	4.20

SHA TAU KOK BRANCH.

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	3.25	Shau Shan	8.30	10.15	1.05
Shau Shan	8.40	12.25	3.15	4.20	Fanning	7.25	11.10	2.00

STATIONS	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shau Shan	7.45	11.30	3.20	4.25	Shau Shan	8.30	10.15	1.05
Shau Shan	8.40	12.25	4.15	5.20	Fanning	7.25	11.10	2.00

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HONGKONG SPORTING ARMS

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Mlle. LENGLEN ON HER CHOICE.

WIMBLEDON ONLY FOR THE RICH.

"HARDLY CIVIL TO THE PLAYERS."

POURVILLE, August 3rd.

"Will my social status be affected?
Why, no, I should think not judging by
the number of telegrams and telephone
calls of congratulation I have received
to-day. We have been swamped by them
since seven o'clock this morning."

With these words Mlle. Lenglen re-
ceived a Daily Mail representative at
Pourville, near Dieppe, and explained
why she had turned professional.

"We were sitting in an oak panelled
dining-room where she signed the con-
tract to give exhibition matches for
money, the newspaper correspondent con-
tinues. The agreement stipulates that
she is to make a four months' tour in
the United States, Canada, Cuba, and
Mexico.

Mlle. Lenglen wore a filmy white dress
and a little cloche hat.

"For years," she said, "Americans have
been pestering me to turn professional,
and at last, when I was at Nice last year,
I agreed to consider a proposal from an
agent of Mr. C. C. Pyle, with whom the
contract was signed.

Ridiculous Rules.

"I refused to give an immediate reply.
When Mr. Pyle himself crossed the At-
lantic, however, I agreed to his terms.
And why should I not? I think I have
been an amateur long enough.

"Amateur tennis rules are ridiculous.
They make provision only for the rich.
If you are poor you cannot play in the
amateur championships. An association
ought to be formed of amateurs who re-
fuse to abide by the absurdly severe
amateur rules.

"They ought to say, 'We will play
against whom we like, whether our op-
ponents are amateurs or professionals.
We want to be matched against the best
class of players, not the best class of
social rank.'"

The newspaper correspondent asked the
world women's tennis champion if she
would ever play against amateurs again.
"I do not see how I can," she replied,
"until the rules are altered."

"Of course, I shall not be able to
play again at Wimbledon, but I am not
sorry. The organisers of these big
amateur tennis championships take all
the profits and yet treat the players just
like professionals. Sometimes they are
hardly civil."

Music-Hall Offer.

As regards her activities after the
fulfilment of her American contract Mlle.
Lenglen remarked that what she de-
pended upon the offers she received.
"I might even play in England, but
I will never give lessons," she said em-
phatically.

"Have I received an offer from Eng-
land? No, only to appear on the music-
hall stage, but offers have been coming
from the United States since 1919."

Mlle. Lenglen said that tennis should
be treated on the same lines as golf, that
open tennis matches should be held in
which professionals and amateurs should
play together. Why was there a dis-
tinction between the two games, she
asked.

Effect on the Game.

Mr. N. S. Doust writing in the Daily
Mail says:

Mlle. Lenglen's decision to become a
professional has not occasioned much
surprise; for it has been known for some
time that tempting offers had been made
to her to visit the United States for
film and other purposes.

Now that she has taken the plunge,
what effect will this have upon lawn
tennis? Will her example be followed by
other well-known players who see a
chance of making a good living by join-
ing the ranks of professionalism?

A well-known critic has stated that he
believed that in three years' time the
Wimbledon championships would be open
to professionals as well as amateurs.
Why not? There is an open golf cham-
pionship in which both classes benefit.
Surely lawn tennis would equally benefit
by several open tournaments for profes-
sionals and amateurs, particularly if
Wimbledon were to lead the way!

SAMPLES BY AIR.

FLYING COMMERCIAL TRAVELLER.

LAUSANNE, August 1st.

The commercial possibilities of the
aeroplane are now being demonstrated
in Switzerland by a traveller working
for a Basle firm.

He is making a round of visits to
customers in the chief towns in a 25-horse
power biplane built at Munich.

The aeroplane will carry two passen-
gers and 100lb. of luggage. It consumes
about 45 gallons of petrol for every
hundred miles flown.

DIVIDED SEASON-TICKET TRICK.

HOW SCHOOLGIRLS TRIED TO
CHEAT RAILWAY.

"JANET" AND "ERICA."

The cunning way in which two fifteen-
year-old Richmond girls defrauded the
Southern Railway Company, was describ-
ed at Wimbledon Police Court, when
they were summoned for travelling on the
railway without paying their fare and
with intent to avoid payment, and for
giving false addresses. Both pleaded
guilty.

Mr. A. T. Denning, for the Southern
Railway, said the railway considered it
a serious case of a season ticket, fraud.
It was also one of quite an unusual
character. The girls, who lived at Rich-
mond, went to the Kingston Commercial
School. One of them had never had a
season ticket, and the other had a ticket
which expired on April 11th this year.

The latter's younger sister, who went
to the same school, had a ticket dated
May 3rd to August 2nd. The incident
which led to the prosecution occurred on
May 22nd, when neither of the defend-
ants had a season ticket.

What happened was that one girl took
her younger sister's ticket, which hap-
pened to be split slightly. She split it com-
pletely in half, and put the back half in
her ticket case, leaving the flap in her
sister's case.

He understood that the sister was quite
unaware of this.

Too Obvious Erasures.

The older girl then took her expired
ticket, and attempted to erase the date
on the front, but she made the erasure
too obvious, and so she partly erased the
date on the back. She gave this ticket
to the other defendant. With these
tickets neither had any right to travel
at all.

They joined the train at Richmond and
travelled through to Raynes Park, where
they were stopped by the ticket collector.
He examined the tickets and the girls
said that they had become separated and
that they had left the other half at home.
They also said that they were going on
to Worcester Park.

They gave their names and addresses
as Erica Adair, Beaumont Avenue, Kew
Gardens, and Janet Ingram, Longdown
Road, Kew Gardens. One of these ad-
resses was purely imaginary, and at the
other the girl was unknown.

Both girls were stated to have exam-
ined characters at home and at school,
and they were bound over under pro-
bation for 12 months and ordered to pay
75. costs each.

CRIMINAL TYPES.

[By FREDERICK CLIFTON.]

Those who study criminology will be
interested in the visit to England of the
American psycho-analyst Dr. Adolph
Mollath.

He claims that by an examination of
the brain and development of the body it
is possible to say whether a man has any
criminal tendency and, even in the case
of children between 10 and 14 years of
age, to say on what lines any tendency
may develop.

This is a development of the theories
of Professor Cesare Lombroso, the famous
Italian. According to Lombroso:

Murderers have a deficiency in their
frontal curve, a projecting occiput, re-
ceding forehead, and a glassy eye.

Thieves have enlarged orbital cap-
acity, bulging foreheads, and short but
large retilinear noses.

Forgers a clerical appearance and a
"singular air of bonhomie," while
Sexual offenders can be distinguished
by their bright eyes, rough voices, over-
developed jaw, swollen eyelids and lips,
and by the fact that occasionally they
have humped backs.

Unfortunately for these theories, the
late Dr. Charles Goring measured the
heads of 800 convicts and reconstructed
the "typical criminal head." He then
compared that head with a type obtained
from the measurement of the heads of
a battalion of Royal Engineers. The
differences were so slight that anyone who
believed in the "typical criminal head"
might have argued that all the soldiers
were criminals.

A very real fact about murderers which
has been noted by detectives is the
"murderer's eye." No one has yet been
able satisfactorily to describe it; the most
experienced detectives content themselves
with the statement that it is an in-
describable expression of guilt in the
eye, with the fear of detection behind it.

Mr. George S. Dougherty, a former
deputy commissioner and chief of detec-
tives in New York, holds that psychology
plays a very important part in the detec-
tion of crime. He found by experience
that sympathetic treatment helped more
than severity when dealing with pugnacious
prisoners, while the reverse was the
case when timid men were being exam-
ined. He adds: "The slightest touch of
human nature commonly known as 'sob
methods' frequently results in the pro-
curing of confessions from prisoners
when everything else fails."—Daily Mail.

ELIXIR OF YOUTH.

CHEMICAL CONTROL OF GENIUS,
MORALS AND SEX.

SIR ALFRED MOND'S VIEWS.

Presiding at a joint meeting of the Bio-
Chemical Society and the London section
of the Society of the Chemical Industry,
Sir Alfred Mond, M.P., made a fascinat-
ing peep into a future which seemed to
embrace chemical discovery amounting
almost to an elixir of youth.

"Recent discoveries in the chemistry
of the body," he said, "should enable us,
according to Professor Starling, to
achieve full senility. Most people de-
cayed in parts, but the new knowledge
will enable us to decay harmoniously, and
not in bits. But with a knowledge of
the mechanism and lubrication of the
body we may be able to achieve the con-
tinuance not of old age but of youth."

KNOWLEDGE HORMONES.

"Those who think the world is going
to be over-populated can only contem-
plate that with horror. The knowledge
of hormones is so novel, its development
seems so large, and the relation of all
glands upon which apparently all our
knowledge, our sex, and our morals de-
pend, is so striking that one would like
to live a long time in order to see what
is going to happen. Can we look for-
ward to the time when we can control
genius, morals, and sex by chemistry, and
by obtaining the right chemical reaction?
That is the future to which I, as a
chemist, look forward."

GREAT DISCOVERIES.

"The great discovery of the equival-
ency of heat and work caused a tendency
to regard the human body as a kind of
engine," proceeded Sir Alfred. "Then
the discovery of vitamins showed that
there was another most important factor,
and that mere calories were by no means
the only requirements. It would not be
an unfair analogy to appreciate the im-
portance of these bodies by imagining that
some genius had designed a steam en-
gine on purely thermo-dynamic prin-
ciples, and had not seen the necessity
of lubricating it. Hormones, or the chem-
ical messengers of the body, as Profes-
sor Starling called them, appeared to
play a similar part in the general
physiological relation to the body to that
played by vitamins in the assimilation
of food."

BRITISH PHARMACOLOGISTS' PART.

British pharmacologists have played a
very important part in the scientific work
by which the properties and the chem-
istry of the natural active principles
secreted by the glands of the body have
become known. Dr. H. H. Dale has con-
tributed to our knowledge of three of the
most important hormones—adrenalin,
pituitrin, and insulin. The discovery of
the secretin was due to Professor Starling
of University College, London, while
quite recently, by a brilliant piece of
work, the constitution of thyroxin has
been discovered by Dr. Harington, also of
University College.

Although I have known many scientists
who have created industrial inventions
and scientists who have created indus-
tries, I have never yet known a com-
mercial or financial genius who has in-
vented a scientific process. The funda-
mental advancement must always be
made by the thinker, and the inventor."

FROM BEDSIDE TO LABORATORY.

Dr. H. H. Dale, in a paper on The
Experimental Study and Use of Hormones,
said that developments in the in-
vestigation of hormones had during a
generation changed the whole aspect of
the science and the practice of the treat-
ment of the disease, and had definitely
transferred the initiative in such matters,
for good or ill, from the bedside to the
laboratory. When Dr. Dudley and
himself brought back from Canada the
details then available concerning the
difficult process of the manufacture of
insulin, they thought, with the rest of
the world, that insulin would be so re-
stricted in quantity, and the necessary
cost of its production so high, that it
could only be used to save the lives of
the wealthy few.

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The scientific industry of this country
had good reason to be proud of the fact
that, within eighteen months, it was pos-
sible to increase production that, after
satisfying all requirements here, a large
balance was available for export, and to
reduce the price to less than one-eleventh
of that originally required; so that the
sufferer from diabetes, however narrow
his means, could now obtain the hormone
needed to keep him healthy and efficient,
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LABOUR TROUBLES IN SHANGHAI.

SITUATION GROWING WORSE.

BRUTAL ATTACK ON EWO MILL FOREMAN.

FUNDS FROM RUSSIAN SOURCES SUSPECTED.

Another crime of violence, says the *N.C. Daily News*, was perpetrated by the radical labour element on Wednesday when a gang of five or six Chinese broke into the house of a sub-foreman in Yangtzepoo and attacked him and his wife with axes. Both are in a critical condition.

At 5.45 a.m., the foreman, who is employed at the Ewo Mill, whose hands are locked out, together with his wife, who is also a forewoman in the same mill, were rudely roused by the gang who smashed their way inside. Without a word of warning the marauders began their onslaught on their victims, who could not offer an adequate resistance. Having seriously wounded the pair, the gang, possibly afraid of interference from the outside, made off, being unidentified.

Further Strikes.

Apart from this second assault on persons of responsibility, the first being the murder of an inspector and attempted murder of his brother, both inspectors in the Dong Shing Mill in Gordon Road (reference to this murder was made in the *Daily Press* yesterday), the situation is believed to be more serious, in view of the strike of both day and night shifts at two other Naigai Wata Kaisha Mills, where employees to the number of 350 and 503, respectively, of the day shifts walked out to be followed by the night workers, nearly as strong in numbers.

Counter propaganda work is being carried on quietly to overcome the attitude of the radicals, and the management hope to avert a general movement though with what success, however, is problematical.

Their achievement in bringing about the additional strikes in the Naigai Wata Kaisha organization has encouraged the leaders among the workmen and they are forcing the issue, if possible. Although they urge peaceful means officially, that is, in their pamphlets and other publications the two unwarranted assaults on mill men of importance belie the motives behind their propaganda statements. Secret picketing parties and posting make work for the police a burden.

Funds from Russia.

According to the *Shanghai Journal of Commerce* the General Committee have agreed to use the surplus funds from the general strike of 1925 to support the labourers. How much of this money remains is a question, when one considers the immense amounts which went to line the pockets of Li Lih San and others of that ilk. Students of the situation consider this announcement as a blind to hide funds which might come from Russian sources.

The General Labour Union has organized the various units on strike into a cohesive working organization, each having its own general strike committee, with sub-committees dealing with propaganda, funds, supplies, picketing and posting. The general supervisory committee now numbers 550, it is reported.

Street Unions Alarmed.

The only redeeming feature of the situation, says the paper, seems to lie in a meeting of the Federation of Street Unions which resolved to send a party of delegates to mediate in the strike at the Naigai Wata Kaisha and the Chung Hua Book Co. Observers believe, in view of the determined attitude of the Shanghai General Labour Union, that whatever they do or say will be of no avail.

The Chinese silk filatures, which suspended operations on the afternoon during the hot weather, resumed their work again on Tuesday.

The strike at the Nikka cotton mill in Pootung, involving 3,700 employees, still continues, as does that of the Chung Hua Book Co., while the lockout of 2,760 employees at the Ewo mill in Yangtzepoo is still in effect. The one-day strike of 36 employees of the New Shing Printing Co., G.339, Tiendong Road, was broken on Thursday morning at 9 o'clock when the full staff resumed their duties unconditionally.

Mr. Emil Preuss of Gelsenkirchen, near Berlin, has invented a "wrist watch" that is much more effective than jiu jitsu in stopping all holdups and criminal attacks. The "wrist watch" is loaded with 10,000 volts of electric current transmitted by a wire from a small battery carried in a pocket. The inventor claims that the charge of 10,000 volts will paralyze for several minutes any person that is touched by the "watch."

TRADE UNION FUNDS.

HEAVY EXPENSES.

M.P.'S DISCLOSURES.

Remarkable interest has been aroused by the figures quoted in the House of Commons by Sir Arthur Steel-Maitland, Minister of Labour, showing the proportion of working expenses and salaries in relation to income in the accounts of a number of trade unions, says the *Daily Mail*.

Mr. W. J. Womersley, M.P., who raised the matter writes to the paper: "Our oldest and best-managed friendly societies show in their returns that management expenses run from 3s. to 4s. 6d. per member."

"The answer to the question as to why a trade union should cost so much more to run than a friendly society is, to a certain extent, answered by further reference to the returns made to the Registrar of Friendly Societies, which show the large amounts some unions spend on the political side."

"Take one example. During the year 1925, when there was a general election, one union paid to its president:

Salary	£ 545
Allowance for travelling expenses	191
Parliamentary grants	1,038

Total £1,574

To its general secretary:

Salary	£ 648
Expenses	103
Parliamentary grant	530

Total £1,381

To its general organizer:

Salary	£ 478
Expenses	136
Parliamentary grant	624

Total £1,438

The Remedy.

"This money has to come out of the contributions of the members, many of whom are not in agreement with the political beliefs of those they are supporting financially."

"The remedy is in the hands of the rank and file."

Farm Hands' Funds.

Sir Arthur Steel-Maitland, Minister of Labour, replying to Major Ruggles-Brise (Con., Maldon) in Parliament, said that on December 31st, 1925, the total receipts of the National Union of Agricultural Workers were £15,086, the working expenses were £13,332, including £8,455 for salaries and allowances and so forth and for branch secretaries, while the benefit paid to members other than in dispute pay was £1,292. (Laughter.) The working expenses represented 91.83 per cent. of the total income. (Laughter.)

The miners' unions were affiliated for political purposes to the Miners' Federation of Great Britain, and rendered no statutory returns of their political income, expenditure, or funds. The Miners' Federation was not registered and was under no statutory obligation to furnish any returns.

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[61]

WUCHANG AND HANKOW.

THEIR REPORTED CAPTURE.

REJOICINGS IN CANTON.

EARLY CONCLUSION OF EXPEDITION ANTICIPATED.

A communiqué from the Canton Information Bureau, dated August 30th, is as follows:

Commander-in-Chief Chiang Kai Shek telegraphed to Canton that the Nationalist Army captured Wuchang on August 28th and occupied Hankow the same evening. Three divisions of Wu Pei Fu's anti-Nationalist troops, which had been sent to defend Hankow evacuated the city after looting it when they learned that the Nationalist forces had captured Yochow and were rapidly advancing to the Wuhan cities.

The entire population of Canton has been celebrating the victory of the Nationalist forces.

The *Canton Gazette* states that telegrams reporting these victories were received on Saturday afternoon by the Central Executive Committee of the Kuomintang, the Nationalist Government, the Headquarters of the National Revolutionary Army, the Central Military and Political Academy as well as various military and political organisations.

General Chiang Kai Shek, the paper says, has arrived at Yangtze where he is making his headquarters. It was expected that he would leave for Wuchang yesterday. In view of the National Revolutionary troops having occupied Wuchang, the paper adds, the Northern Expedition will soon be concluded.

Describing the reception of the news in Canton, the report continues: "Upon receipt of the many telegrams announcing the capture of Wu-Han there was great rejoicing of the people of Canton. During the past two days, joyrides in motor-cars and processions of various organisations with the burning of fire-crackers demonstrated the feelings of satisfaction at the joyful news of victory."

Our Chinese correspondent writes in a sceptical way regarding the capture of Wuchang, stating that this is not the first time its capture has been reported. Representatives of large firms and factories employing large numbers of workers in Canton had an informal conference on Sunday and declared themselves in favour of postponing the Kuomintang to lessen the number of holidays and to be "more definite in handing out news of victories." When victories are reported, celebrations are held in honour of the success of the army. This means loss of workers' time and employers are growing tired of the whole business.

FUKIEN.

General Ho Ying Yin, Garrison Commissioner at Swatow and Officer Commanding the 1st Kuomintang Army, has informed General Headquarters in Canton that he has just heard from Tsuchow Chow Yin Jen, of Fukien, who declares that he will not be "unfriendly" to the Kwangtung Provincial Authorities.

LABOUR AGITATORS IN HUPEH.

The Kuomintang is dispatching Mr. Tien Tong, a former Member of Chinese Parliament, to visit Hupeh to urge the military commanders now under Marshal Wu Pei Fu to join the Nationalist movement. The Kuomintang already has labour agitators at work in Hupeh.

KIANGSI.

Fang Pei Jen, the ousted Tsuchow Kiangsi, is planning a return to power in Nanchang and has assumed the title of Officer Commanding the 11th Corps of the Kuomintang Army. General Fang now has a small force in Hunan and expects to enter Kiangsi across the Hunan border. A division commander in Nanchang is said to have already mutilated in readiness to join hands with General Fang. Nanchang is the capital of Kiangsi.

MULTIPLYING OFFICES.

To keep the Kuomintang minor leaders from deserting the party in Canton and joining the Right, or "anti-Red" section, the Kuomintang is creating more civil administrative offices. To supervise the 36 administrative districts in Kwangtung, it has been decided to appoint six supervisors. As every supervisor or Taoyin will have a staff of secretaries and clerks, body-guards, runners, and others, it will open a channel of employment to several hundred politicians and members of the party.

(Continued on next column.)

LANDLORD AND TENANT.

A CLAIM AND A COUNTER-CLAIM.

JUDGMENT FOR M. GUETANT.

Mr. Justice Wood gave judgment at the Summary Court yesterday in the case in which To Tze Tuen, a Chinese landlord residing at 24, Cleverley Street, sued M. Albert Guetant, of the French Pastry Store, 22, Queen's Road Central, for \$210, balance due for rent in respect of No. 6, Kennedy Road. M. Guetant, counter-claimed for a similar amount, stated to have been paid for putting gas fixtures in the house.

Mr. L. D. Turner appeared for M. Guetant, and Mr. W. B. Hind represented the landlord. Delivering judgment, his Lordship said that there had been considerable conflict of evidence as to the consideration on which the receipt for rent was given to M. Guetant by the landlord's shroff. The receipt was, however, acknowledged to be valid. Hence the landlord's claim for \$210 balance of rent could not succeed.

Breach of Covenant.

Dealing with M. Guetant's counter-claim for \$210, his Lordship said it could not succeed as a claim for money paid at the landlord's request. There was no evidence that any such request was made. Alternatively the sum was claimed by the tenant as damages for the landlord's breach of covenant. In the covenant for the tenancy, the landlord agreed to supply gas fittings for the premises. That had not been fulfilled.

His Lordship added that he also found that the sum claimed as damages was in fact the sum expended by the tenant to make good the breach. This expenditure was moreover reasonable. The landlord at the time had full knowledge of his default. "According to the tenant's story he had not been compensated in regard to the landlord's default. The onus of proof was on the landlord, and that onus had not been discharged. Therefore the tenant's counter-claim succeeded."

Judgment was entered for M. Guetant both on the claim and counter-claim with costs. His Lordship further remarked that he had no reason to question the bona fides of the landlord.

BAD FEELING.

HOUSEBOYS AT VARIANCE.

BOUND OVER.

Three servants employed at No. 3, The Albany, were charged before Major C. Willson at the Central Magistracy for disorderly conduct.

The first defendant, a houseboy in the employ of Mr. E. R. Dovey, said that he was putting on his shoes when the second defendant, a coolie also employed there, flung a bottle at him which injured his hand.

The second defendant alleged that he was assaulted without any provocation by the first defendant, who enlisted the aid of two other servants.

No questions were put to the third defendant, Mr. Grantham's servant.

Mr. Dovey, who was present in court, thought there had apparently been bad feeling between the servants as, to who had been the informer in a recent raid carried out by the police in the servants' quarters.

All the defendants were bound over on personal bonds of \$50 to keep the peace for six months.

PRECAUTIONS AGAINST ANTI-RED MOVEMENT.

The Kuomintang is taking every precaution to guard against "anti-Red" trouble anywhere near Canton City, and the slightest sign of unfriendliness towards the local powers is checked without delay. On the evening of August 28th, some 133 Kuomintang members invaded the village of Shau-shui and arrested 21 persons and killed three. Five small shops were searched and \$500 commandeered. Only recently the Volunteers of this village were disbanded.

EDUCATION.

Owing to financial stringency, the Kwangtung University, one time the leading public school of the Province, may not be able to re-open at the scheduled time. As many students from the districts have already arrived at Canton, night classes will be held for the time being.

Mr. Ching Heng Yu, who was originally appointed treasurer of the Kwangtung University, assumed the acting presidency of the institution on August 30th.

The 11th meeting of the Science Society in China is now in session in Canton with about 35 members from all parts of China attending. At the opening session last week-end the address of welcome to the members was delivered by Mr. Sun Fo, acting Mayor of Canton.

A RADIO SET.

DEBT OUTSTANDING FOR THREE YEARS.

A CHINESE SUED.

Before Mr. Justice Wood at the Summary Court, yesterday, the South China Development Syndicate Co., Ltd., sued Kwok Kwan Hing, a Chinese, for \$248 balance owing on a radio set which had been delivered to him three years ago.

Mr. W. B. Hind was for the plaintiffs, and Mr. J. T. Prior represented the defendant.

Mr. Hind asked leave to amend the writ. He said that defendant had paid something on account, and \$80 was put down to his credit. He had, however, only paid \$70. The claim was then amended to \$236.

Tinkered With.

Mr. Hind further stated that the defendant alleged that the plaintiff had agreed to fix up the radio set. Plaintiff had never agreed to do so. Plaintiff had agreed not to charge him more than \$300, but as a matter of fact defendant was given several extra parts. Latterly, defendant had agreed to pay the price if the plaintiffs would set the apparatus in working order. But so many people had been tinkering with the set, that the plaintiffs refused to set it up.

Plaintiff's Evidence.

Mr. B. C. Byrd, Managing Director of the plaintiff Company said that the defendant was the brother of the Company's treasurer, and a brother-in-law of the Company's comptroller. Defendant requested witness to send a radio set to his house. Witness did not know the exact date of delivery. The delivery was made sometime in 1923, three years ago. He had never agreed to fix the set up for defendant. There had been no contract in writing. It was simply a matter of sale on trust. The price was \$300. Defendant had seen a letter from a Mr. Fletcher, stating that the Government would grant permission for installing the set. Witness had never agreed to obtain the Government permission.

When the Hongkong Hotel Broadcasted.

At the time the deal was made, continued witness, the Hongkong Hotel were broadcasting music. He however, had nothing to do with this broadcasting.

Replying to Mr. Prior's witness said that the fact that the Hongkong Hotel were broadcasting music had no part in the contract. Plaintiff denied that he had contracted to install the set at defendant's house, at his (plaintiff's) own expense.

In reply to his Lordship, witness said that he had undertaken to install sets for other customers, but they were charged extra.

Out of Action.

The defendant said that he bought the set between April and May, 1923. The price was fixed at \$300. Plaintiff told him that the set would receive anything broadcasted from the Hongkong Hotel and Manila. Plaintiff agreed to install the set satisfactorily at his own expense. He further agreed to teach him, and to secure permission for the installation from the Government.

Replying to Mr. Prior witness said that he had stipulated that there should be broadcasted from the Hongkong Hotel. Witness further stated that the set was delivered about May, 1923. It, however, would not work. He complained to the plaintiff firm that no action was taken.

The Judgment.

A Chinese, in the employ of the plaintiff Company said that he installed the set in defendant's house. It would not receive because the wiring fixed to one of the bulbs was broken. Witness had installed several sets for the Company, and with the exception of defendant's, they all worked.

Mr. Byrd was recalled and in reply to his Lordship said that the usual price for a set was \$300. He had, however, sold two at the time defendant bought a set, for \$234.

His Lordship said that plaintiffs were entitled to recover. He considered that the installation of the set and the obtaining of Government permission were not part of the contract. Defendant knew as much about the apparatus as anybody else.

Judgment was given plaintiffs for \$230 and costs.

PIRATE ATTACK.

JAPANESE BOAT IN TROUBLE.

WIRELESS MESSAGES RECEIVED.

Wireless messages received in Hongkong early yesterday morning were to the effect that the s.s. *Menado Maru*, a Japanese boat on her way to Canton, was attacked by pirates.

The position of the vessel at the time was given in the messages as "near Whampoa, 15 miles from Canton."

Another wireless message received, apparently sent out by the Master, stated that the pirates had fled and that the passengers and crew were safe.

On enquiry at the Naval Dockyard, it was stated that news had been received of the attack on the vessel which was stated to have taken place in the Bleheim Reach. The first message asked for help but a later wireless stated that the pirates had decamped.

BEETLER, BOYCOTT AND BOBBED HAIR.

(Contributed.)

The thoughtless Imperialist may not see any connection, but there may be one all the same. There is a variety of beetle which frequents South China—to the considerable annoyance of the gardeners.

It varies much in size. One may see it from half an inch to an inch and a half long, but always with the same markings, three transverse bars of yellow or reddish yellow across the black wing cases, and, about this time of year, one may find it any day feeding on ones choicest blossoms.

This interesting object is known as the *anthridus* beetle and in the "good old days" was an article of import to and export from Hongkong. One of our latest instructors tells us that "Hongkong merchants have always been notably wealthy," and who knows but what their fortunes may not have been made by selling beetles as well as opium! The price of *anthridus* was at one time \$70 a picul; then came the "awakening of China," and in 1921 it had risen to \$150 a picul. Now with the evolution (or development as the anti-Darwinists say) of a spirit of nationalism in China there is the possibility that we may be completely deprived of the luxury.

It must be explained for what the beetles are used. They went to wicked Imperialist countries to be made into Imperialist hair wash. About the time of the rise in price and decline in export of *anthridus* came the bobbing of hair. Is it not fair to assume some connection between the two? How could the girls be expected to keep long hair if they had nothing to wash it with—any more than the Peak residents could be expected to "appear bright and fresh without at least a weekly bath."

Now comes the "Boycott," and the wicked strike breaker who tries to supply the Imperialist market with the raw material for hair wash is liable to get shot for his pains. The Manchus forced the cue on the peace loving celestial, and the peace loving celestial is now dictating to the western barbarian what his (or her) mode of hair dressing shall be.

DUTCH RECEPTION.

QUEEN WILHELMINA'S BIRTHDAY.

Her Majesty the Queen of the Netherlands, Queen Wilhelmina, celebrated her 44th birthday yesterday, and, in honour of the occasion, Mr. M. J. Quist, the Consul-General for the Netherlands in Hongkong, was "At home" at the Consulate-General yesterday morning.

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.), members of the Consular Body, and a large gathering of local residents visited the Consulate to pay their respects.

His Excellency proposed the toast of "Her Majesty the Queen of the Netherlands," and Mr. M. J. Quist, in reply, toasted "Their Majesties, the King and Queen."

Mr. Cerviers de Albuquerque e Castro (Portugal), the doyen of the Consular Body in Hongkong, Mr. J. Clement (Belgium), Mr. C. H. Basto (Bolivia), Chev. Jose M. Alves (Brazil), Mr. J. M. da Rocha (Costa Rica), Dr. Wagner (Germany), Comm. S. Carrara (Italy), Mr. S. Ikamiya (Japan), Mr. P. Castillo (Mexico), Mr. P. V. Botelho (Nicaragua), Mr. Sverre Berg (Norway), Mr. J. T. Bagram (Siam), Mr. Barrios (Peru), and Mr. E. C. Tredwell (United States of America), represented the Consular Body.

Amongst others present were: Rear-Admiral A. J. B. Stirling, Paymaster-Lieut. E. D. T. Churcher, Major-General C. C. Luard, the Hon. Mr. W. T. Southern, the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotevall, the Hon. Mr. H. W. Bird, the Hon. Mr. H. T. Cressy, the Hon. Mr. E. B. Hallifax, the Hon. Dr. W. V. M. Koch, the Hon. Mr. D. W. Tramm, Mr. H. B. L. Dowbiggin, Mr. C. D. Melbourne, Mr. S. B. B. McElderry, Capt. C. H. Steele, M.C., A.D.C., Mr. B. R. Forster (H.E. Private Secretary), the managers of Dutch hong, Mr. Kwok Yuen-han, and Mr. Sum Pak-ming, etc.

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The Daily Press.

HONGKONG, SEPTEMBER 1ST, 1926.

THE STRIKE COMMITTEE'S
INSOLENCE.

The Hongkong Government, in any negotiations for the settlement of the boycott, have steadfastly refused to recognise, or to have any dealings, direct or indirect, with the Canton Strike Committee. It is a policy to be commended. If the trade dispute can be settled only after consultation with the so-called strikers there will never be any settlement. That is definite.

A week or so ago, the Canton Information Bureau protested against the speech made by H.E. THE GOVERNOR at the opening of the new premises of Messrs. Lane, Crawford, Ltd., and announced that that speech had created the greatest indignation among the Chinese people. We were sceptical regarding the wave of indignation that was supposed to have swept from one end of the Province to another, but, apart from this, there was no cause to take serious exception to the form in which the protest was made.

Now, however, the Hongkong-Canton Strike Committee have issued a statement on the subject. Presumably they thought the official communiqué was too polite and wished to let us see of what they were capable. The statement is absurd and insulting and we reproduce it in order that our readers may judge for themselves the calibre and the mentality of the men who are primarily responsible for the present disturbances in South China. It is as follows:—

"At a time when the population of Kwangtung are supporting the Canton-Hongkong Strike, the Hongkong Government dared to make a statement in which

he referred to the Canton-Hongkong Strike Committee as a group of 'bandits and pirates' affirming that the Strike does not affect Hongkong and saying that the Nationalist Government tolerates the Strike pickets which disturb Canton. We are not surprised to see the representative of the ruthless imperialists acting like a village slut and starting to vilify us, since the colony is without any means to protect itself.

It is a fact that the Strike caused the stoppage of Hongkong Shipping, its dockyards being deserted and its banks and firms in bankruptcy. There is the reason why the Hongkong imperialists denounce us as an organization of bandits and pirates. And also because of the great amount of losses they have suffered.

"We are not bandits nor pirates. These names suit the Hongkong imperialists. Looking back to the treacherous action of the rebels in Kwangtung we always find that these rebels have their headquarters in 'Hongkong' while the bandit chiefs operating in Kwangtung have established their residence in Hongkong, thus living under the protection of Hongkong imperialists. That leads us to the fact that Hongkong is the 'den' of piracy and banditry and the Governor of Hongkong, the protector of all of them. We all know that Great Britain has the reputation of being the 'Mistress of the Sea.' She has frequently robbed the weak and minor nations in order to satisfy her desires. Is this not the act of pirates?"

"At a moment when the negotiations for the settlement of the Canton-Hongkong Strike are only adjourned we do not know what is the object of the Hongkong imperialist to issue such a statement. We only bring these facts to the forefront of universal public opinion."

How galling it must be for the responsible officials of the Kuomintang who have been educated and trained abroad to run in harness with a group of individuals capable of concealing and publishing such a precious document as that quoted above. The members of the Strike Committee are for the most part illiterate. They are not fit to occupy any position of responsibility, and yet they arrogate to themselves all the powers of a Government. How long will it be before the Kuomintang officials are strong enough to put them in their place. If that question could be answered we should be in a position to state when the boycott would end for we still believe that a settlement is desired both by the Chinese traders and by the Canton Government. Only this comparatively small group of "bandits and pirates" stand in the way, but they bluster so effectively that the authorities are hopelessly afraid to suppress them.

Hongkong passengers leaving by the P. & O. liner *Macedonia* on Saturday will include Mr. and Mrs. Charles Gorken.

The forthcoming wedding is announced of Mr. Vivian Edmund Ferrier, c/o Messrs. Gerin Drevard & Co., Canton, to Miss Olga M. Panteleeva, of Canton.

The engagement of Mr. H. Major, of the Union Insurance Society of Canton, Ltd., to Miss Lily Oram, younger daughter of Mr. and Mrs. G. Oram, of Hongkong, is announced.

The Bible Study Circle at the Helena May Institute on Friday mornings at 10.30 a.m. will be conducted by the Rev. A. D. Stewart, M.A., during the month of September.—A.D.V.

A Canton report states that on August 27th two Kuomintang professional labour agitators were executed immediately after they had been arrested, in order to discourage further plotting among the workers for a general strike.

Mr. Norman Rutherford returned to Shanghai on the 26th ult., having travelled from England via Siberia. He took 20 days on the journey, but three of these were spent in the north, and he could have reached his destination in 18 days.

The late Mr. Gustav George Hoppeler, merchant, of Shanghai, Canton, who died on December 14th, 1924, left estate in Hongkong amounting to \$12,700. Letters of administration have been granted to Mr. Ulrich Spalinger, Consul of the Swiss Federation, in Canton.

In the return of notifiable diseases during the week ended August 28th there were one case (Norwegian) of diphtheria and nine Chinese cases of enteric fever, seven of which ended fatally. One of the cases was imported. There was a clean bill of health for the 24 hours ended August 30th.

For reckless driving of his push bicycle, in that he also had a companion seated astride the horizontal bar, at the time when he was seen by a Shantung constable on the Central Praya, a Chinese youth was yesterday fined \$5 by Major C. Willson, who commented on the practice as being "dangerous."

A party of film actors and actresses, who arrived in Hongkong on Monday, were yesterday engaged in acquiring scenes for a film entitled "The Island of Kisses." Chinatown and the Peak were visited. They will also be engaged during the next few days on another picture. They leave for Colombo by the *Macedonia* on Saturday.

A Chinese "boy" at the Empress Lodge, Kowloon, reported to the police yesterday that a gold watch had been stolen from his quarters.

A sum of \$103 was stolen from an unlocked drawer on board the naval boat *Takhi* yesterday. The money belonged to the Chinese bosun.

A new class for beginners in the Chinese Language School conducted under the auspices of the Hongkong General Chamber of Commerce will commence on Monday next, if sufficient numbers are forthcoming. Intending students are invited to notify Mr. H. B. Cleland, Acting Secretary of the Chamber of Commerce. Other classes in the Language School will also be resumed next Monday.

H.E. THE GOVERNOR'S POINTED
SPEECH.

SHANGHAI COMMENT.

Commenting on Sir Cecil Clementi's recent speech, at the opening of Messrs. Lane, Crawford's new premises, the *N. C. Daily News* (Shanghai) says:—The chief point of interest is that the Governor should have made so straightforward and uncompromising a speech; such a statement of the plain unvarnished truth as is rarely permitted to diplomacy. It is impossible not to find on this speech hopes of a new policy in tune with facts as they are. The least of the inferences which we may draw is that the Governor, realizing the fatuity of the negotiations, the impossibility of treating seriously with persons of the stamp of those who run Canton, is that he felt the time had come to show that he would tolerate shams no more. The inevitable logic of this official pillorying of Canton is obvious.

CHURCH OF CHRIST IN CHINA.

BAZAAR TO BE OPENED BY
LADY CLEMENTI.

The bazaar and fête, which has been organised by the Church of Christ in China, to help pay off the debt on the new building will be opened to-morrow by Lady Clementi.

The church is situated at the junction of Caine Road, Bonham Road, Seymour Road, and Hospital Road. It has been built from plans prepared by Messrs. Palmer and Turner and cost, with fittings and furniture, about \$250,000. There is still a debt of about \$40,000 and it is hoped that a large part of this may be paid as a result of the sale to-morrow (Thursday) Friday, and Saturday. The bazaar will open daily at 3 p.m. and close at about 11 p.m.

In addition to the sale of goods from the stalls there will be side-shows and games. The brass and string bands of the Chinese Amateur Musical Association are giving their services for the three days. It is expected that the Church itself will be formally opened on October 10th.

THE "PRESIDENT JEFFERSON."

WHO'S WHO ABOARD.

The Admiral Oriental Liner *President Jefferson* arrived in port from Manila yesterday morning with a number of saloon passengers disembarking at Hongkong and 14 through passengers.

Among the passengers were the following:—
Mrs. Carmen V. Baretto and three daughters, wife of the director of the Filipino Carnival Association, en route to Hongkong with her daughters who will attend school there.

His Royal Highness Prince Dhani, Prince of Siam, accompanied by his sister, H.R.H. Princess Sibpan, together with secretary returning from an educational visit to the Philippines.

Mrs. Catherine M. Dyer and Miss Helen Dyer, wife of Vice-President of the Southern Pacific Railway, connected with the San Francisco Office on tour.

Mr. Jas. Gall, of the Gall Motor Co. of Manila, on a business trip.

Mr. C. E. de Maligny, of the New Zealand Insurance Co., returning to Shanghai from a business trip to Manila.

Mr. W. Huse Chapman, Secretary of the Masonic Building Association of Manila, en route to the States on leave of absence.

Dr. Rose Coxon, D.D.S., a lady dentist of Utica, N.Y.—on a round trip tour of the Orient.

OBITUARY.

A WELL-KNOWN SHANGHAI
DOCTOR.

The death of Dr. Stacy A. Ransom, a well-known American medical man of Shanghai, took place at the Central Hospital, on August 28th.

Dr. Ransom was born in Washington, D.C., in 1870. He received his early education in the public schools there, and later attended the University of Georgetown. He served with the "A" Battery, District of Columbia National Guard for four years, and with the U.S. Navy as a gunner during 1898-1900 in the Spanish-American War.

He went to Shanghai more than 20 years ago in the capacity of the U.S. Marine Medical Officer, a position which he held at the time of his death and which prior to going to Shanghai he had held in Kobe. This position brought him into close contact with American affairs in Shanghai and very soon he became a popular and well-known figure in the life of the community.

He also took a keen interest in the Shanghai Volunteer Corps, and for a time was second in command.

"SAVE LIFE, SAVE
LIFE."CRY FROM A CAR ON SHAU-
KIWAN ROAD.THE SIGNING OF A PROMISSORY
NOTE.

ALLEGED ASSAULT BY LENDER.

Cries of "Save life, Save life" suddenly coming from a motor-car proceeding along Shauiwan Road toward the Tai-koo Docks near Sai Wan Ho market last Friday attracted the attention of a number of pedestrians, and also some Indian constables on duty in the vicinity. The result was that when the motor-car returned and was stopped by the police a strange story of how he had been forced to sign a promissory note after his life had been threatened by the lender of the money was told by a Chinese fisherman, of Shauiwan. This man, while admitting that he owed the money in question, over \$100, alleged that he had been assaulted by the lender of the money, who had seized him by the throat and said he would kill him if he did not sign the document.

As a sequel to this incident, Chung Shing, the manager of the Tak Shing Garage, Hau Wo Street, Shauiwan, appeared before Mr. R. E. Lindell, at the Central Magistracy yesterday afternoon charged with using violence to the complainant that he was not bound to do, namely, to make him sign a promissory note.

Together with this defendant, a *fok*, employed by him, was charged with disobeying police signals to stop his car on August 27th, the date on which the alleged incident occurred.

Mr. E. S. C. Brooks appeared for the defence.

COMPLAINANT'S STORY.

The complainant, a fishing boat master with his headquarters at Shauiwan, said that about two years ago he was introduced by his *fok* to the first defendant from whom he borrowed \$1,000. This sum he subsequently repaid, and about a year ago he borrowed \$100 from the first defendant. He gave him no promissory note for this sum. He paid the interest on the \$100, namely \$15, but was unable to pay the principal or further interest due. About ten days ago the first defendant came to his junk at Shauiwan and demanded payment of the loan and interest in full. Witness promised to pay him the \$21 interest due on August 29th.

On August 27th the first defendant's wife came alongside the junk and, in consequence, of her visit, witness accompanied her to the shore where he found the first defendant sitting in a motor-car, at the wheel of which was seated the second defendant. Defendant again demanded payment of the loan and interest and witness agreed to pay the interest on the 29th. On the invitation of the first defendant, witness entered the motor-car for the purpose of having a chat. The door of the car was immediately shut and first defendant again asked for payment in full. Witness again repeated his promise to pay the interest, but said he was unable to pay the principal.

WHAT IS ALLEGED.

The first defendant said to him "If you do not pay the interest and principal in full you will have to sign this paper," and he thereupon produced a promissory note made out for \$121, this being the principal and interest combined. He asked witness to sign it, but witness noticed that the note gave the lender's name as Kwok Kau, a name he did not know. He refused to sign the note, and defendant then asked him to go with him and see the Inspector. Witness agreed to the this course. When the motor-car reached Shauiwan tram terminus, on the way to the police station, the first defendant ordered the driver to turn back west. He refused to tell witness where he was taking him, but on the way back continued to try to get witness to sign the promissory note. Near Sai Wan Ho market, the first defendant seized witness by the throat, whereupon witness carried out "save life save life." Two Indian constables ran out and put out their hands for the car to stop, but it proceeded on its way, and appeared to increase speed. Near the Docks the first defendant again seized witness by the neck and asked him to sign the note, but witness still refused to do so.

THREATENED WITH DEATH.

The first defendant then threatened to kill him, and witness then agreed to sign the document, and did so with a Chinese pen and ink which the first defendant produced. After this, the first defendant instructed the driver to return the way he had come. When Sai Wan Ho market was reached the car was stopped by some Indian constables, who took them all to Shauiwan police station.

Cross-examined by Mr. Brooks, witness admitted that he heard a police whistle blown after the car had passed the constables on the first occasion.

In reply to Mr. Lindell, Mr. Brooks said it was contended for the defence that the car did stop in response to the blowing of a police whistle after it had passed the Indian constables.

Inspector Clark, who prosecuted, said the distance from Sai Wan Ho market to the Docks was some 500 yards, while the car returned a corner and went out of sight, so it was not exactly known how far it did go before stopping.

Evidence was given by Indian Constables to the effect that they heard cries of "Save life" when the car passed them, going towards the Docks. They blew their whistles, and later when the car returned took the occupants to the police station. The promissory note was found in the car.

The case for the prosecution was completed, and at this stage Mr. Lindell adjourned further hearing of the case until this afternoon, when the defence will be given, and it is expected that the case will be concluded.

(Continued at foot of next Column.)

JUDICIAL HORRORS IN
SZECHUAN.UNSPEAKABLE TORTURE
INFLECTED ON PRISONERS.

JAPANESE SHIP FIRED ON.

Fowchow, S.S., August 10th.
A visit to the Dispensary run by the United Church of Canada Mission here, keeps a person in touch with some of the justice which is meted out in the courts and by the military. The last day I was there, there were four or five patients who could scarcely move. They had been officially beaten. If that was what an official beating could do I would not want an unofficial one. Then just as I was leaving the building in company with the doctor I saw a man lying near the door; we went to look and here was a fellow with great raw sores on his wrists and his ankles and all alive. We asked what the trouble was and he said that for four days in succession he had been strung up by the wrists and the ankles to make him confess that he had purchased 20 bullets from a soldier. We thought we had seen all, but the doctor told me later that the next day when he was dressing him he discovered that his back had all been burned raw with incense sticks. Is this the kind of treatment which will be meted out to foreigners when extraterritoriality is abolished?

We were stirred out of our summer quietude a few days ago by a continuous roar of rifle reports. We soon discovered that a Japanese steamer on her way up river was the target. The steamer put on all steam ahead and got in as close to the opposite shore as she dared and kept on going. We hear that Yang Sen wired for the troops here to stop that steamer. We have not heard whether there were any casualties or not. She was under severe fire for 10 or 15 minutes.

There has also been some excitement between the two divisions of soldiers who are stationed here. They are finding it so hard to collect money enough to feed their troops, that they are about ready to draw daggers on the slightest pretext. The Government Middle School tried a month ago to buy a place on the outskirts of the city which is owned by a Guild and is usually called the "Flower Gardens." One division tried to get all the money which would be left over after the obligations of the Guild were met. The other division at once quartered soldiers there. Neither got any for the sale did not go through. One night they prepared to fight in the city over the appointment of the city magistrate. One was afraid that the other would get too much of an advantage. The latest is that Yang Sen has ordered the arrest of his nephew who commands the 14th division and that division is to return to Wanshan. This was accomplished without firing a shot. The reason given for the arrest was that when ordered to leave this city by General Yang Sen he would not move. We are all delighted to see the last of his troops for they are a tough lot.—*N. C. Daily News.*

POLICE VIGIL REWARDED.

A ROGUE WHO WANTED TO BE
COOL.

Complaints from the contractors of the new Fire Station Building in regard to continuous victimisation by thieves, who get into the premises night after night and carry away electric bulbs and fittings, caused the police to post six detectives on shift-duty in the building. This measure was rewarded by an arrest made in the small hours of yesterday morning when a Chinese was seized soon after he put his head through a door.

Sensing danger, the man turned on his heels and ran away, but was pursued and arrested by a detective.

When charged before Major C. Willson, yesterday, with being found in the building with intent to commit a felony, the prisoner explained that he found it too warm, at that hour (2.10 a.m.), and he went into the building to cool himself.

Sentence of three months' hard labour was inflicted.

PERIOD OF GOVERNORSHIPS.

"FIVE YEARS ARE ENOUGH."

OPINION OF BRITISH MALAYA
OFFICIAL.

"Malaya has, I think, reason to complain of the practice that has arisen of extending the terms of office of its Governors. The usual period is five years, and it is quite long enough."

These words expressed the view of the President of the association of British Malaya when speaking at the recent annual meeting of the association.

"During the last 22 years," he continued, "we have had only three Governors, and the last of them has not yet completed his extension. We should in the ordinary course have had four and begun a fifth. I feel sure the present state of tension in Malaya would not have arisen had these questions of policy been subjected to the revision of a fresh and unbiased mind."

"The period of office of the present holder must be drawing to a close. Mr. Huse has indicated that no great change in the status of the Chief Secretary need be expected for some time. Feeling has run high."

Most of those who have taken part in criticising the proposed changes have left Malaya this spring. I think we might well urge that under these circumstances no change at all should be made until a fresh and unprejudiced examination can be made by the next High Commissioner, who should have had no previous contact with this controversy."

until this afternoon, when the defence will be given, and it is expected that the case will be concluded.

CHINA'S LOANS.

HOW THE LEGATIONS REGARD THE MATTER.

[THROUGH REUTER'S AGENCY.]

PEKING, August 31st.—With regard to China's second and last loan, the British, in association with the Franco-American Legations, is lodging a similar demand with regard to the Hukwang Railway Loan. The Japanese have also protested.

STRONG NOTES FROM THE BRITISH LEGATION.

The First Loan, following by the American Note, has been followed by protests from several other Legations. The British forwarded yesterday to the Wai Chiao Pu two separate memoranda. One protests in the strongest manner against the issue of any new loan on the security of the Customs while many Chinese Government liabilities to British subjects remain undischarged. A request is made for an immediate assurance that the issue of such a loan will not be proceeded with. The other refers specifically to the Tientsin-Pukow default, reminds the Wai Chiao Pu of previous communications on the subject and formally demands that, if and when the Customs revenue becomes available to meet Foreign and Domestic charges, now being served thereby, the just claims of Tientsin-Pukow bondholders shall be met out of such revenue before any new capital charges are placed thereon.

THE "CHRISTIAN GENERAL" NOW IN URGU.

PEKING, August 31st.

It appears that Feng Yu Hsiang, from Verkneudinsk, proceeded up the river Selenga to the main road, after which he motored and arrived in Urgu on August 28th.

[THROUGH HAVAS AGENCY.]

FLYING IN A STRAIGHT LINE.

PARIS, August 31st.

The airman, "Challe Weiser," is renewing his attempt to break the record in flying in a straight line. He hopped off this morning in the direction of the Persian Gulf.

[THROUGH REUTER'S AGENCY.]

BRITISH SUBJECTS IN HANKOW AND CANTON.

QUESTIONS IN THE HOUSE OF COMMONS.

LONDON, August 31st.

In the House of Commons, replying to Mr. H. Looker, who urged the Foreign Office to see that adequate steps are taken to protect British subjects in Hankow in case of hostilities reaching there, and also at Canton, Mr. Looker Lampson said the Government were watching events in China most carefully.

Mr. Looker asked "Was it any good watching events in China from here, when British subjects were endangered?" To this there was no reply.

SEVERE EARTHQUAKE IN THE AZORES.

LONDON, August 31st.

Reuter is informed that a severe earthquake has occurred in the Azores, causing considerable damage to the town of Fayal.

No details are to hand, so far.

RUSSIAN SHIPPING DISASTER.

160 PASSENGERS PERISH.

Moscow, August 30th.

Hundreds perished when the passenger steamer *Burevestnik*, leaving Leningrad for Kronstadt, collided with the mole in a dense fog whilst trying to avert collision with the German steamer *Greyn*.

A hois two metres wide was knocked in the hull of the *Burevestnik*, which sank in fifteen minutes.

Riga, August 30th.

A message from Leningrad states that 160 perished on the *Burevestnik* disaster.

GOOD WORK BY LIFE BOATS.

LATER.

563 passengers were aboard at the time of the disaster. Lifeboats from the port saved 285, while many others saved themselves. The majority of the passengers are inhabitants of Kronstadt, who were returning with their families after spending Sunday in Leningrad. The heroism of the sailors, many of whom perished, prevented the boilers from exploding and saved many women and children. Panic was prevented by the lowering of the *Burevestnik's* boats. The captain's wife and children were asleep in a locked cabin, the key of which was kept by the captain, who perished.

COAL STOPPAGE.

THE COMMONS SPECIAL DEBATE.

EXIT JACK JONES.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th.

The House of Commons re-assembled to-day for the special purpose of renewing the Emergency Regulations in connection with coal dispute.

Commander Kenworthy asked whether Mr. Stanley Baldwin's message to the American newspapers as regards the condition of the miners and their families was sent through the Ambassador in Washington in consultation with the Foreign Office.

Sir Austen Chamberlain replied that the message was not sent through the Ambassador but "with my knowledge and full concurrence." (Conservative cheers).

Sir William Joynson Hicks, in moving the resolution authorising the continuance of the regulations for a month, said there had been only 64 prosecutions under them in August. Their chief value was preventive. The mining districts, generally, were quiet and orderly and he would like to pay tribute to the miners. This brought Labourite interruptions, in which Mr. Jack Jones was most prominent. The Speaker asked Mr. Jones to withdraw but Mr. Jones began his exit at a snail's pace, stopping at intervals to abuse the Government benches. He was finally suspended. By 235 votes to 53.

THE GOVERNMENT'S DUTY.

Sir William Joynson Hicks, in the House of Commons said that if the safety-men were called out by Mr. Cook or anyone else it would be the duty of the Government to take all possible steps to prevent mines and the livelihood of the miners from being destroyed. (Ministerial cheers). That was an elementary duty and that duty would be carried out to the full.

A REJECTED AMENDMENT.

Sir H. Slesger (Labour) moved to terminate two of the Emergency Regulations dealing with acts likely to cause sedition and with public meetings and processions. The amendment was rejected by 252 votes to 90.

MR. RAMSAY MACDONALD'S VIEWS.

The coal debate, in the House of Commons, was preceded by the rejection by 252 to 100 of a motion of Mr. Ramsay MacDonald in favour of adjournment till September 7th, instead of November 5th, as proposed by the Government.

Mr. MacDonald hoped that the conditions which the Labour Party would reveal during the course of the debate would enable the Government to get the two sides together.

Mr. Churchill, in reply, said that the Government had no knowledge of any facts justifying Mr. MacDonald's hope.

Mr. MacDonald declared that the Government were responsible for the present situation. The Cabinet had been most efficient and most loyal in sub-committee with the owners and had taken up every suggestion of the owners. (Labour Party cheers.) The Premier's letter to America was unworthy of himself and his office. Mr. MacDonald declared there must be a national agreement between the Mining Association and the Miners' Federation before negotiations should be opened.

Mr. MacDonald declared that the one thing required now was for the Government to get the two sides together or, if that failed, perhaps to look for some outside good influence, to do so apart from the Government. (Labour cheers.)

Reuter's Lobby Correspondent says that Mr. MacDonald is thought to mean thereby an appeal to the nation by the King.

Sir A. Steel Maitland declared that the tone of Mr. MacDonald's speech was most regrettable and emphasised that the Government were ready to act as soon as one side showed willingness to make a really substantial proposal.

[BRITISH WIRELESS SERVICE.]

THE EMERGENCY REGULATIONS.

Room, August 30th.

In the House of Commons, Mr. Ramsay MacDonald suggested that instead of proceeding to discuss the general situation in the coal dispute before a discussion on the renewal of the Regulations, the general debate should be taken tomorrow, as certain conferences were being held to-day and certain explorations were being made regarding the situation. This course was adopted.

Sir William Joynson Hicks, Home Secretary, moved the resolution for the continuance of the Emergency Regulations and his speech was much interrupted from the Labour benches, one member, Mr. Jack Jones, being suspended after refusing to accept a ruling of the Speaker.

(Continued on next Column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE INDEPENDENCE OF THE PHILIPPINES.

MANILA, August 31st.

The House of Representatives has re-passed the Bill to hold a nation-wide plebiscite on the Independence Bill already re-passed by the Senate and vetoed twice by Governor-General Wood. It will now be sent to President Coedige, who must approve or disapprove in six months. It is expected locally that President Coedige will disapprove.

BRITISH RAILWAY DISASTER.

EXPRESS AND CHARABANC COLLIDE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th.

The London and North Eastern Railway express from Newcastle to Carlisle collided with a charabanc at a level crossing at Naworth, near Carlisle. It is understood that the gates were open.

So far, it is known that ten people were killed.

LATER.

Nine passengers from the charabanc were killed and five seriously injured.

[REUTER'S AMERICAN SERVICE.]

LOUISIANA'S HURRICANE.

OVER \$5,000,000 DAMAGE.

New Orleans, August 30th.

The casualties in the hurricane at Houma, Louisiana, are now stated to be 19 killed and 12 missing. The damage is estimated at over five million dollars. The Red Cross is relieving sufferers.

VALENTINO'S OBSEQUIES.

COFFIN CARRIED THROUGH CROWDED STREETS.

New York, August 30th.

The cinema star Pola Negri, most tender and accompanied by a doctor and a nurse, was prominent among the film celebrities crowding St. Malachi's Church for a Requiem Mass for the late Rudolph Valentino.

The coffin was carried two miles down crowded main streets and later was borne back to the mortuary, where it will remain until a burial place has been selected.

Hundreds of police controlled dense but orderly crowds and hundreds of motor cars. Rudolph's first wife and a representative of his second wife followed the coffin.

Mr. Ramsay MacDonald contended that no case for continuing the Regulations had been established. The country was peaceful and there had been nothing in the history of this or any other country of such a quiet and orderly prosecution of an industrial dispute. The worst that had happened could, he said, be dealt with adequately under ordinary law.

MINERS AGAIN MEET.

The Miners' Executive met this evening to discuss fresh proposals for ending the dispute. At the close of the meeting they proceeded to the House of Commons to confer with the Parliamentary Labour Party Executive.

LEADERS BLAME.

The House of Lords adopted the resolution, continuing the Emergency Regulations, after speeches of protest by Lord Parmoor and Lord Arnold, though Lord Buckmaster, a Labourite, declared that the regulations were more necessary now than originally as the dispute was reaching its climax in which the forces of disorder were likely to find free play. He declared that the miners were badly led.

The House of Lords adjourned until November 5th.

REGULATIONS RENEWED.

The House of Commons renewed the Emergency Regulations for another month by 232 votes to 91 and then adjourned till tomorrow for a general discussion on the coal situation.

IMPORTANT DEVELOPMENTS EXPECTED.

LATER.

The Miner's Executive sat for two hours and a half, and decided to call a Delegate Conference for Thursday.

Reuter understands that important developments are pending and that the Federation will make a definite move in the course of the week to end the deadlock and enter into negotiations for a settlement.

LANCASHIRE COUNTY CHAMPIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 31st.

Launce has won the County Cricket Championship.

GERMAN SWIMMER'S FINE FEAT.

SWIMS THE CHANNEL IN 12 HRS. 42 MINS.

NEW RECORD FOR MEN.

[THROUGH REUTER'S AGENCY.]

London, August 30th.

For the third time within a few weeks the English Channel has been conquered by a swimmer, the latest to succeed being Hans Vierkotter, the German swimming champion, who has done the treacherous 21 miles in the record time of 12 hours, 42 minutes.

The story is told in the following message which arrived early this morning.

LATER.

The German swimmer, Hans Vierkotter has swum the English Channel in 12 hours and 42 minutes.

Starting from Cape Gris Nez at 1.35 a.m. he landed at the South Foreland Light at 2.27 in the afternoon.

He is the sixth man to succeed since 1875, and creates a new record for men, the previous best time before Miss Ederle's swim being put up by the Italian Triaboschi in 1923, this being 16 hours 33 minutes.

Vierkotter was accompanied by a French tug, a motor boat and a rowing boat. The sea was choppy near the end.

[BRITISH WIRELESS SERVICE.]

PREVIOUS ATTEMPT.

Rugby, August 30th.

Hans Vierkotter, who swam the Channel to-day in record time, made an unsuccessful attempt some days ago, abandoning his effort after nine hours.

PAST SUCCESSES.

The following are the previous swimmers who were successful:

Captain Matthew Webb swam from Dover to Calais in 21 hours, 45 mins., August 24th and 25th, 1875.

Thos. William Burgess swam from Dover to Calais on September 5th and 6th, 1911, in 22 hours, 35 mins.

Henry Sullivan, U.S.A., swam from Dover to Calais, on August 5th and 6th, 1923, in 27 hours, 23 mins.

Sebastian Tiraboschi, Italy, swam from Calais to Dover, on August 11th and 12th, 1923, in 16 hours, 33 mins.

Charles Toth, U.S.A., swam from Calais to Dover, on September 8th and 9th, 1923, in 16 hours, 54 mins.

Miss Gertrude Ederle, U.S.A., swam from Gris Nez to Kingdown on August 6th and 7th, 1926, in 14 hours, 30 mins.

Mrs. Clemington Corson, U.S.A., swam from Cape Gris Nez to Dover, on August 27th and 28th, 1926, in 15 hours, 40 mins.

MYSTERY OF DEATH IN SHANGHAI GAOL.

PATHETIC END OF "WOMAN WHO NEVER HAD A CHANCE."

In H.M. Police Court, Shanghai, on August 30th, Mr. G. W. King, the Coroner, continued the inquest concerning the death of Mrs. L. F. A. Waller, otherwise Dorothea Brentnall, who died in the Amoy Road Gaol shortly after her admission to serve a sentence imposed in the British Police Court.

Mr. F. G. C. Walker, S.M.C. analyst, said that an analysis had yielded negative results.

Dr. A. D. Wall said that, although this was unusual, it could be explained and it did not surprise him. There were many new drugs coming out every year and it was impossible to identify them all. He still adhered to the opinion that the cause of death was hypnotic or narcotic poisoning. Having regard to the fact that the deceased went into the gaol at 5 p.m. and did not again wake up after going to sleep at 6 p.m., he thought it probable that she took some drug about 4 p.m.

In summing-up, the Coroner said that it was a pathetic end to the life of one who, as he stated early in the year, never had a fair chance in life. He could not see the possibility of anyone else having given her the drug and there was no evidence of suicidal intent on her part, but rather that naturally she was depressed and took something to send her to sleep. There was no blame attaching to "Sub-Inspector" Tinkler, Assistant Gaoler Franklin or any others who in turn had the deceased in custody. Although he emphasized that there had not been any negligence, he suggested that in future a wardress should be sent with every female prisoner and that there should be a more thorough search of prisoners at the gaol. He found that the deceased died from the effects of a drug self-administered.

Daily Press Cricket Competition.

Selecting the Hongkong Interport Team.

First Prize	- - - - -	\$200
Second Prize	- - - - -	50
Third Prize	- - - - -	25

WE ARE PRINTING BELOW THE FIRST COUPON FOR THE COMPETITION WHICH HAS BEEN ADVERTISED DURING THE PAST FEW DAYS.

THE COMPETITION IS DIVIDED INTO THREE PARTS—SERIES A, B AND C. A COUPON FOR SERIES A WILL APPEAR IN EVERY COPY OF THE PAPER ISSUED UNTIL SEPTEMBER 15th. TWENTY LISTS OF PLAYERS MAY BE SENT IN UNDER SERIES A. EACH LIST MUST BE ACCOMPANIED BY A COUPON, BUT A COMPETITOR NEED NOT WRITE SEPARATE LISTS IF HE WISHES TO STAND OR FALL BY HIS ORIGINAL SELECTION.

ONE LIST ACCOMPANIED BY TWENTY COUPONS WILL BE JUDGED AS TWENTY LISTS, OR ONE ACCOMPANIED BY TEN COUPONS AS TEN LISTS, AND SO ON, AND POINTS WILL BE GIVEN ACCORDINGLY.

(The Rules of the Competition were fully set out in the "Daily Press" of August 26th, 28th, 30th and 31st.)

ALL SERIES A LISTS MUST BE SENT TO THE EDITOR OF THE "DAILY PRESS" ON OR BEFORE SEPTEMBER 15th. THE COMPILATION OF THESE LISTS WILL DOUBTLESS PRESENT CONSIDERABLE DIFFICULTY, BUT IT SHOULD BE REMEMBERED THAT DOUBLE MARKS ARE EARNED BY CORRECT SELECTIONS. SERIES A, THEREFORE, PROVIDES EXPERT JUDGES WITH A GOOD CHANCE TO ESTABLISH A LEAD IN THE COMPETITION.

INTERPORT PLAYERS.

IT MAY BE INTERESTING TO RECALL THE NAMES OF SOME OF THE PLAYERS WHO HAVE REPRESENTED HONGKONG IN THE LAST FEW YEARS—

H. R. B. HANCOCK	PAY-LT. HARGREAVES, R.N.
T. E. PEARCE	L. J. DAVIES
G. R. SAYER	CAPT. OLLIVER, R.G.A.
E. B. REED	CAPT. HAVELOCK-DAVIES
R. E. O. BIRD	MAJOR EDWARDS
A. C. I. BOWKER	H. N. BALHATCHET
H. OWEN HUGHES	F. J. DE ROME
REV. T. B. POWELL	E. C. FINCHER
REV. E. C. QUICK	R. H. WILD
R. E. A. WEBSTER	J. D. HUMPHREYS
B. D. EVANS	CAPT. E. W. MORRIS, I.A.S.C.
C.Q.M.S. STRIPP	J. N. RAMSAY

THIS LIST IS IN NO WAY COMPREHENSIVE, AND MANY OF THESE PLAYERS HAVE EITHER LEFT THE COLONY FOR GOOD OR ARE ABSENT ON LEAVE. THERE SHOULD BE MANY NEW FACES IN THE TEAM WHICH DOES DUTY FOR US IN NOVEMBER.

(Competitors are expected to give correct initials of all players on their lists. There is no guarantee that the initials in the list above are correct.)

Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series A,

September 1st, 1926.

A MAXIMUM OF 400 POINTS MAY BE SCORED BY 20 LISTS IN SERIES A, TWO POINTS BEING GIVEN FOR EACH CORRECT SELECTION ON EACH LIST.

THE OUTSTANDING SUCCESS
OF THE
MOTOR TYRE INDUSTRY
IS THE

DUNLOP

CORD TYRE WIRED-TYPE
ON WELL-BASE RIMS

The Safest Tyre in the World
FOR EVERY CAR, BRITISH OR FOREIGN

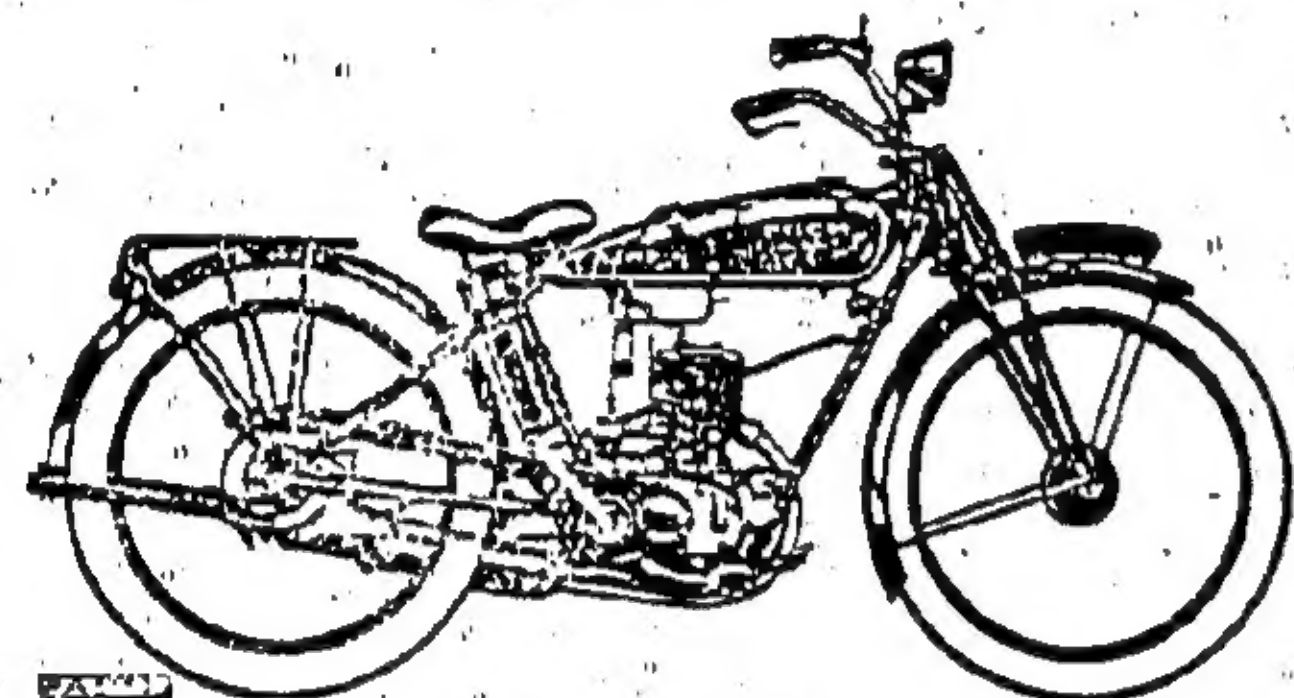
DUNLOP—which has always set the standard for Tyres—has set an even higher standard in their wired-type Cord Tyres on well-base rims. The increased comfort you get in riding on them is only equalled by the increased mileage. They are the cheapest Tyres you can buy—because they give you the longest service with the greatest safety. If your car is not fitted with wired-type equipment, but headed edge, it can be quickly and economically converted to Dunlop wired-type tyres, fitted to Dunlop Well-Base Rims.

TO-DAY—MORE THAN EVER YOU CAN
'fit Dunlop and be satisfied'

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HONGKONG HOTEL GARAGE.



BRANCH OFFICE:
16A, DES VOUX ROAD CENTRAL.
TELEPHONE 4354.



NEW STOCK JUST ARRIVED, SPECIAL OFFER.

3. H.P. MOTOR CYCLE ... \$350.00

STOCK AND SPARE PARTS ON HAND.

EASY TERMS CAN BE ARRANGED.

LEYSECO CHINA CO., LTD.

PHONE: 61231.

4TH FLOOR, BANK OF CANTON BUILDINGS,
6, DES VOUX ROAD CENTRAL.

114

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—Cost of Running a Car—Bad Road
Junctions—Children in Cars.

[BY AN OWNER-DRIVER.]

BAD ROAD JUNCTIONS.

It may be excusable to bring to the notice of the local Automobile Association and to those officials who consider the problem of road improvements, two road junctions which could easily be made safer and more convenient to negotiate.

One is at the bottom of Shauiwan hill. The road from Tytam joins up with the road that leads past the Taikeo property; this latter is often blocked by a tram-car waiting near to the terminus at the bottom of the hill.

Coming down the hill there is a small area of more or less waste land on the left hand side; that area could be thrown into the road and it would make all the difference to the motorist negotiating the hill. It should not be a very expensive matter to bring this improvement.

DAIRY FARM HILL.

From time to time there have been rumours about improvements on the road which leads up from Aberdeen to the Police Station at Pokfulam.

The first hill has an easy gradient and is not difficult to climb. There is one rather awkward bend, about half way up, but it would probably be far too expensive to make any improvement at that place. If it could be done motorists would be grateful.

The most urgent need for improvement, however, is at the foot of "Dairy Farm Hill" where it joins the Jubilee Road. The rise from this junction might well be straightened out and made wider. The work should not cost much.

The steep gradient near the top of Dairy Farm Hill might be reduced with advantage and there is one other short slope that needs attention.

Many a car can manage "all the way up on top gear" and there is, of course, no reason why gears should not be used, but if it were a fairly simple matter to reduce the gradient referred to it would bring satisfaction to many a driver.

It will be a great day for motorists when the Praya East reclamation scheme is completed, with the road 100 feet wide.

One of the "bad spots" on the road from the City to Shauiwan is the narrow road that runs by the Oil Company's depot and the Hongkong Electric Power Station, and the sooner we get the wide new road nearer to the hill-side the better we shall be pleased.

THE MOTOR-BUS IN SOUTH CHINA.

The first automobile of any description to be seen in China was a steam driven car. That was in 1902. There are now nearly 15,000 motor vehicles in various parts of China, and the number is increasing rapidly.

The motor-bus quickly proved itself useful in Hongkong. Possibly it was most needed in Kowloon, where many of these vehicles pay with, apparently, satisfactory results.

It is noticeable that each year sees a great improvement in the type of vehicle in use. What happens to those "buses" that have been replaced?

Some of them are to be seen in the New Territories and some are said to have been shipped to other parts in South China. Unfortunately, the military and political situation in China during the last ten years has been adverse to the development of any form of road transport. But when happier times come (and come they must) there will unquestionably be a rapid increase in the number of buses in this country.

The one great peril in the way of success is the peculiar attitude of Chinese managers on the subject of repair and maintenance. Moreover, there is, unfortunately, only too much reason to believe that the roads will be made in a superficial manner and will quickly fall into disrepair. So long as he gets to his destination the Chinese passenger does not often complain.

There is plenty of scope for propaganda amongst Chinese garage proprietors and the managers of bus services on behalf of the maintenance of vehicles in an efficient condition.

COST OF RUNNING A CAR.

It is generally accepted that only a very wealthy man can afford to run a 50 horse-power Rolls-Royce car. As a rough guess most owner-drivers would put the cost at £1,000 a year reckoning the annual mileage at about 10,000.

Some figures supplied by an owner-driver in England are, therefore, of great interest, because they prove that the cost is less than is usually supposed to be the case.

The mileage run in the years 1923, 1924 and 1925, with the same car, was recorded as 13,987; 15,613; and 15,863.

The total expenditure (excluding depreciation of the car) was, for the three years, in pence, 7.67; 8.23; and 8.42 or, an average of 8.12d. per mile over the whole period.

The cost of fuel averaged 1.72d. per mile and the cost of tyres was slightly under a penny a mile, or, to be strictly accurate 0.91d. oil and grease worked out at less than a tenth of a penny per mile—actually at six-pence for each hundred miles.

The cost of repairs and overhauls came to 0.39d. per mile.

The drivers wages and liveries, reckoned in as part of the running costs of the car, came to about £250 a year. The annual tax on the car was £40—also reckoned in as part of the running expenses.

In the first year the insurance cost £50 13s. 6d. but in 1925 it was £41 10s. 6d.—possibly because of a reduction in the estimated value of the car after two years of service.

LOCAL FIGURES.

These costs are well worth consideration, because it is so often stated that any kind of motoring is a great luxury that can only be indulged in by "the idle rich."

In actual fact it does make a difference to the cost if the owner is "idle." It certainly pays to watch carefully the chauffeur's demands for oil and fuel, especially under the conditions which obtain in Hongkong.

If we take an average local figure for the wages of a chauffeur as \$60 a month—or even the absurdly extravagant figure of \$100 a month for the owner of a Rolls—we see that the cost of running the car in Hongkong would be reduced by about £100 a year on wages alone.

\$4,000 A YEAR.

We might say that, taking everything into consideration, it would cost (excluding depreciation) about \$4,000 a year to run such a car in Hongkong for an annual mileage of 15,000. Very few local motorists—except possibly doctors—reach half that figure. When business men live at Shek O and motor in to town each day, their mileage may reach 800 a month, but even that gives us a total mileage below 10,000.

It is not supposed that there will be many, if any, prospective buyers of Rolls Royce cars in Hongkong, although there are two such cars in the Colony. It is, however, worth recording the fact that one car made by this firm gives a road petrol consumption of 15 miles per gallon after 14 years of continuous service. The oil consumption recorded was 860 miles to the gallon.

It is when we come to consider depreciation that we realise the advantage of a high grade car. Reliability is also a matter not to be overlooked.

In general the best advice that can be given to the non-motorist in Hongkong is this: "Buy a car—you can afford some sort of automobile. Get a high priced car if you can afford it, but get a car of any kind rather than be a non-motorist."

AIR TEMPERATURE.

EFFECT OF ROAD SURFACES ON TYRES.

It is a matter of frequent comment by local motorists that tyres wear out quickly in Hongkong. "You are lucky if you get 4,000 miles out of a tyre in this Colony," said a local doctor who keeps a careful record of his mileage.

Some interesting experiments have been made in the U.S.A. at the State College of Washington and the Iowa State College. It was shown that as the air temperature rises there is a surprising increase in the wear of tyres.

It might be supposed that there would be a small increase in wear following a rise in temperature from that of a frosty morning to a hot noon day. The actual tests showed that the increase was approximately 700 per cent. for a rise of 60 degrees Fahrenheit.

SURPRISING RESULTS.

The results of the tests made with different road surfaces were astonishing. The treads wore off 17 times as fast on good macadam roads and 56 times as fast on poor macadam roads as they did on concrete roads.

The fuel consumption on poor macadam roads ranged from 100 to 147 per cent. of that on a concrete road.

The effect of speed was found to be less than most motorists would suppose. At 60 degrees F. and at a speed of 15 miles per hour the wear per tyre for a 1,000 miles was recorded as 0.22 lbs. When the speed was doubled, the other conditions remaining the same, the wear was found to be 0.27 lb.

It is generally supposed that the reason why tyres wear out so rapidly in Hongkong is that there are "so many bends." It would be of great interest to have records as to the effect of bends in the road and a comparison of tyre mileage in the winter with that of the summer would be useful.

One suspects, however, that the tyres themselves introduce a variable factor. Two tyres of exactly the same make were fitted on a car at the same time on the back wheels. One lasted about 700 miles longer than the other, when run on the roads of Hongkong. The extra wear may have been due to the adjustment of the brakes, but there are so many factors to be taken into consideration that it is difficult to state definitely what causes the excessive wear of tyres in this Colony. It is, however, evident that the Americans are running scientifically arranged tests which should provide reliable data. Anything, information that will help us to prolong the life of a tyre will be welcome. In Hongkong, of course, care should be taken wherever possible to "park" cars in the shade.

CONCRETE ROADS.

In Shanghai, during the recent "heat wave" motorists had a bad time. It is said that the sun temperature reached 175 degrees Fahrenheit. If that is so, it is no wonder that the tarred roads "peeled" as the cars ran over them.

A visitor from Shanghai informs me that the roads were in "a dreadful condition" because of this abnormal sun temperature. The upper surface of the road stuck to the rubber tyres, leaving ruts and gaps.

All of which is evidence in favour of concrete roads.

Any local motorist who has run over the Tytam bridge must have experienced the real delight that can be obtained by gliding over a concrete surface—especially on balloon tyres. Incidentally it may be suggested that one of the roads on the new Praya East reclamation land might be surfaced with concrete by way of experiment.

CHILDREN IN CARS.

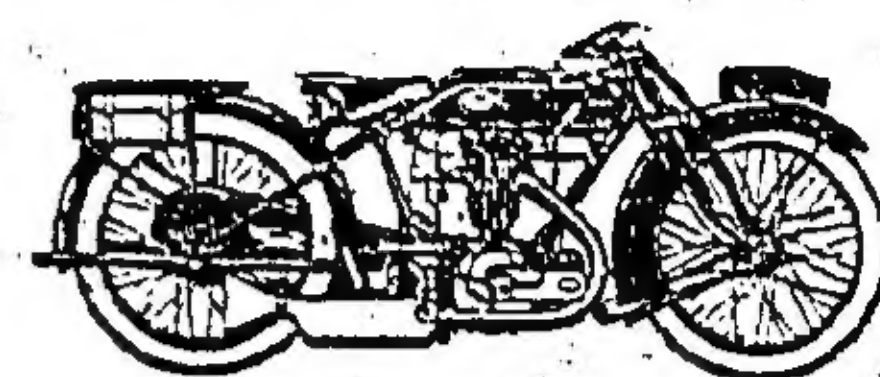
As a general rule children like going out for a ride in a motor-car. They certainly like playing about on the sands at Repulse Bay and other local beaches. It is good for their health. They soon become tired, however, and nothing is more irritating to a car driver on a hot day than to have a fidgety child with him.

It is worth while trying to make a youngster comfortable. Long exposure to fierce sunlight annoys a child, but sun-glasses are regarded with hostility. Therefore arrange that the kiddie is in the back part of the car.

In the unfortunate event of an accident or a collision the child is better off at the back, especially if the hood and side curtains are up. If placed near to the driver a child may easily cause lack of attention to steering and, cases have been known where a child has dragged the driver's arm off the steering wheel.

It is not a bad idea to stop the car after a few miles and allow the youngsters to stretch their limbs. One local motorist often does this at Pokfulam where the cattle at the Dairy Farm prove a never failing source of interest.

No doubt if a child is told that a cushion has been provided for its use it will protest that it prefers to be without one. It is, however, a good plan to take a cushion for a kiddie. Best of all, however, take more than one child. The solitary youngster is difficult to please but two or more entertain each other when once the novelty of being in a car has worn off. Motoring is so beneficial to the children's health that every family man ought to have a motor vehicle. He will save the cost in doctor's bills.



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PRIVATE & CONFIDENTIAL
ARRANGEMENT.

That is the very Essence of
Alex. Ross & Co. EASY
terms. It is the easiest and
fairest way of buying the
machine you need.

A.J.S. Side Valve
O.H.V.
DOUGLAS E.W.
TRIUMPH P. and Q.
INDIAN PRINCE.
AUSTIN SEVEN.

STOCKS CARRIED.

ALEX. ROSS & CO. (CHINA), LTD.
No. 1A, CHATER ROAD.

INSURE

YOUR

MOTOR
CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[26]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 31st.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer ...	29.33	29.83	29.82
Temperature ...	79	78	85
Humidity ...	85	84	76
Wind Direction ...	NNE.	E	East
Force ...	1	1	3
Weather ...	UD	O	O
Rain ...	0.40	0.00	0.04

Highest open-air Temperature on 30th ... 84
Lowest open-air Temperature on 31st ... 78

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast;
P=Passing showers; Q=Equally; R=Rain; T=Thunder.

RIVER LEVELS.

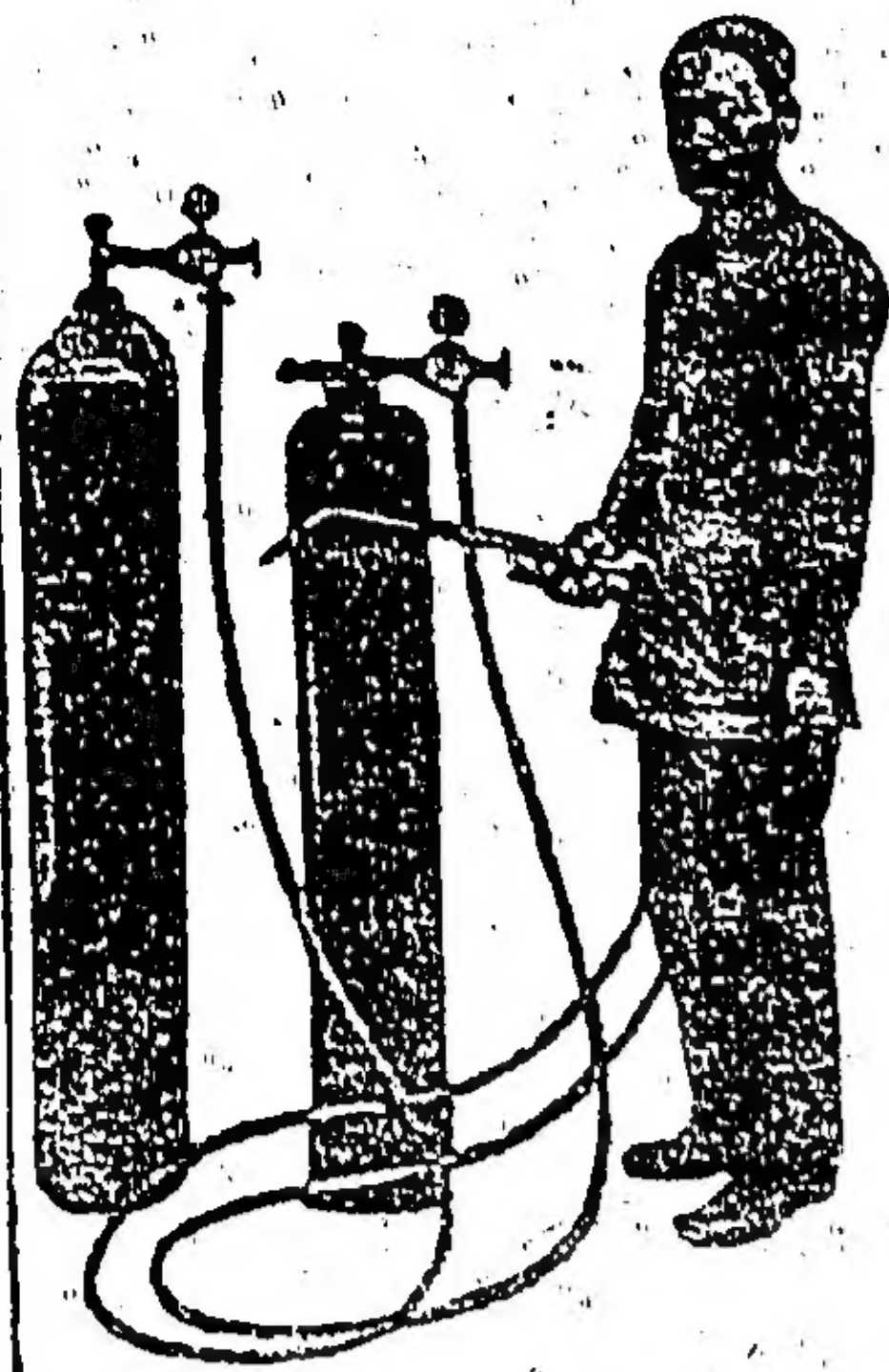
Bulletin from
BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

Waterlevels (in English Feet) at 8 a.m.

	1925		
Place of Observation.	Highest W. Level recorded.	Lowest W. Level recorded.	W.L. Aug. 29 Aug. 30
West River at Shingling.	+41.0	0	+19.0 +18.9
North River at Tingyuen.	+28.7	0	+6.5 Rising
North River at Samahui.	+27.3	-5.0	+10.88 +11.0
East River at Sheklung.	+15.2	-3	+3.1 +4.0

S.O.A.E.O.

DEALERS
AND
MANUFACTURERS
of Oxygen and
Acetylene Gas



THE FAR EAST OXYGEN AND
ACETYLENE CO., LTD.

BEST REPAIRS!
LOWEST PRICES!

Carbonic Acid Gas, Ammonia, Calcium
of Carbide, Motor Cycle, Acetylene Tanks,
all necessary equipment for Low and High
Pressure Autogenous Welding.

Blowpipes, Gauges, Scraping Powder,
Electrodes and all kinds of Metals for
Welding Purposes.

BOILER REPAIRS
A SPECIALITY.

Autogenous Welding of all Metals by
Oxy-Acetylene and Electric Processes.

APPLY OFFICE—20, DES VŒUX ROAD CENTRAL—2ND FLOOR.

Telephone C. 2344.

For Urgent Repairs:—Kowloon 789.

Special Ranning Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

108]

CONSIGNEE NOTICES.

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel
"GLENHARRY"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
all Goods are being landed at their risk into
the Godowns and/or extra Godowns of the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, whence,
and/or from the wharves, Delivery may be
obtained.

Goods not cleared by the 7th September,
1926, at Noon, will be subject to Rent.
All broken, chafed and damaged Packages
are to be left in the Godowns where they will
be examined in the presence of Consignees by
Messrs. Goddard and Douglas on 6th September,
1926, at 10 a.m. Claims against the Steamer
including those for Cargo short delivered must
be presented on the Special Form provided, and
must also be submitted within 30 days of
arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 31st August, 1926. [3905]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"NELLOBE."

ARRIVED HONGKONG ON 29th AUGUST, 1926.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, MALTA, PORTSAID,
ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Godowns at Kowloon, where each Consignment
will be sorted out Mark by Mark and Delivery
can be obtained as the Goods are landed.
Optional Goods will be landed here unless
Instructions have been given to the contrary
Six hours before arrival of the Steamer.
Goods not cleared within 8 days, including
date of arrival will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. Goddard
& Douglas, at 10 a.m. on Mondays
and Thursdays, within the Free Storage period.
All Claims against the Steamer must be
presented to the Undersigned on or before
18th September, 1926, or they will not be
recognized.

No Claims will be admitted after the Goods
have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 29th August, 1926. [3907]

MARTIN'S
PILLS

APIOL & STEEL

Sure and certain for all Female
complaints. Every lady should
keep a box in the house.

Chemists and Stores sell
them throughout the world.

Proprietors
MARTIN, Chemist, Southampton, England.

HONGKONG SHIPPING.

IMPROVED FREIGHT RETURNS.

ALL ROUND INCREASES
RECORDED.

There were four more arrivals yester-
day than on the previous day, and
a very considerable increase in freight
for both Hongkong and for ports beyond.
The cargo consigned to this port went
up by 11,000 tons odd; while freight for
ports beyond improved to the extent of
over 13,000 tons.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—
Total: 30,949 tons; British vessels: 13,738
tons; other vessels: 17,111 tons. At 9
a.m. yesterday there were 49 vessels in
the harbour, of which 23 were British.
During the previous twenty-four hours
twelve vessels arrived, viz., five British,
one American, one Dutch, three Japanese
and two Chinese. The departures dur-
ing the same period numbered nine, viz.,
two British for Shanghai, two British
for Amoy; one Chinese for Kwang Chow
Wan, one Chinese for Haohoi, one
American for Manila, one British for
Nagasaki and one Chinese for Sha U
Chung. Clearances came to four, viz.,
one British for Saigon, one Japanese for
Moj, one Dutch for Macassar and one
British for Milke.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.
yesterday).

For Hongkong 13,602 tons.

For ports beyond 20,002 "

Total 33,604

(For the previous 24 hours ended at
9 a.m. on Monday).

For Hongkong 2,047 tons.

For ports beyond 6,874 "

Total 8,921

Of the cargo for Hongkong, British
vessels brought 5,459 tons, of which the
highest consignments were 2,000 tons,
1,920 tons and 1,000 tons. The remain-
ing 8,313 tons were brought by five vessels
of other nationalities, one vessel dis-
charging 2,960 tons and another 4,013
tons. With regard to the freight for
ports beyond Hongkong, three British
steamers carried 8,844 tons, one alone
carrying 7,768 tons. The remaining
11,358 tons were carried in three vessels
under other flags than British, one entry
being for 7,691 tons and a second for
3,632 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours
ended at 9 a.m. yesterday were as
under:—

Hong Ping (British) from Rangoon
and Singapore with 2,000 tons of
general cargo and 37 tons for ports
beyond;

Chip Shing (British) from Tientsin
and Weihaiwei with 1,920 tons of
general cargo;

Nam Sang (British) from Kobe and
Amoy with 507 tons of matches,
cotton goods, etc., and 839 tons of
general cargo for ports beyond;

Glenharvey (British) from Emden and
Singapore with 562 tons of general
cargo and 7,768 tons for ports be-
yond;

Kwaiyang (British) from Bangkok with
1,000 tons of general cargo;

President Polk (American) from Bos-
ton and Shanghai with 871 tons of
general cargo and 3,632 tons for
ports beyond;

Van Cloon (Dutch) from Swatow and
Amoy with five cases of overcarried
cargo and 35 tons for ports beyond;

Dakar Maru (Japanese) from Hamburg
and Singapore with 368 tons of
general cargo and 7,691 tons for
ports beyond;

Toyo Maru (Japanese) from New-
chwang and Chefoo with 2,960 tons
of coal, beans and vermicelli;

Kan Maru (Japanese) from Milke
with 4,013 tons of coal;

Tak Hing (Chinese) from Nam Tau
with four piculs of vegetables;

Sui Lik (Chinese) from Sha U Chung
with one ton of general cargo and
salt fish.

LATER ARRIVALS.

Later arrivals yesterday, too late for
inclusion in the above returns, were:—

Borealis (British) from Tarakan and
Sebatik with 5,256 tons of general
cargo;

Ming Sang (British) from Haiphong
with 187 tons of general cargo and
seven bags of mail;

President Jefferson (American) from
Manila with 138 tons of tobacco and
sugar, and 3,600 tons of general
cargo for ports beyond and three
bags of mail.

MAILS.

Mails brought by the above vessels were
as under:—Hong Ping, from Rangoon
and Singapore, 140 bags; Chip Shing,
from Tientsin and Weihaiwei, 21 bags
from Weihaiwei; Nam Sang, from Kobe
and Amoy, two bags from Kobe; Glen-
harvey, from Emden and Singapore, five
bags; Kwaiyang, from Bangkok, six bags;
President Polk, from Boston and Shang-
hai, 555 bags; Van Cloon, from Swatow
and Amoy, three bags. Vessels arriving
later than the above brought mail as
under: President Jefferson, from Manila;
Shingo Maru, from U.S.A., Honolulu,
Japan and Shanghai; Foochow, from
Shanghai; Linan, from Shanghai.

VESSELS EXPECTED.

Empress of Russia (C.P.R.), due Sept.
7th.
Kashgar (P. & O.), due to-day, about 8
p.m.
Oldenburg (Hamburg-America Line),
due September 3rd.

SHIPPING NOTES.

Shipping interests are notified that
from Monday, September 20th, to Friday,
October 15th, Defence Electric Lights
will be burnt in conjunction with the
Royal Artillery almost every evening
from sunset to midnight.

The total number of deck passengers
entered for the twenty-four hours ended
at 9 a.m. yesterday was 1,578; of which
the s.s. Hong Ping (British) from Ran-
goon and Singapore carried 918, the s.s.
Nam Sang (British) from Kobe and
Amoy 288, and the s.s. Van Cloon
(Dutch) from Swatow and Amoy 262.

Dangerous goods manifested in the
shipping returns of yesterday included
the following:—7,140 casks of chloride of
potash, 250 cases of chloride of soda, 236
cases of red phosphorus, and 62 cases of
safety ammunition on the Glenharvey
(British) from Emden and Singapore;
and 100 cases of safety cartridges on the
Dakar Maru (Japanese) from Hamburg
and Singapore.

The master of the s.s. Hong Ping
(British) from Rangoon and Singapore,
reported to the Harbour Office yesterday
that one deck passenger died from heart
disease during the voyage to Hongkong.

A day late, the s.s. Angers of the
Messageries Maritimes will arrive this
morning from Marseilles. The Angers
was scheduled to arrive in port yester-
day morning, but according to advice re-
ceived by the local office, the low tide
at Saigon has prevented her from leaving
at the time fixed for departure. The
Angers will be despatched for Japanese
ports, to-day at 5 p.m.

With 500 tons of general cargo for
Hongkong, the Nippon Yusen Kaisha
s.s. Kuchima Maru arrived yesterday
from Japan and is en route to Bombay.
The Kuchima Maru will load about
1,500 tons of general cargo for Bombay
and ports of call. She is scheduled to
leave this afternoon.

PASSENGERS.

ARRIVALS.

Per s.s. President Jefferson, on August
31st, from Manila:—Mrs. C. V. Barretto,
Miss H. Barretto, Miss M. L. Barretto,
Miss C. Barretto, Miss B. C. Bennett,
Miss M. Concanon, H.R.H. Prince
Dhani, H.R.H. Princess Sibpan, Miss L.
J. Eddo, Miss E. L. Hehir, Miss L.
Heang, Mr. N. B. Saualahsha, Mr. L.
Tiransana, Miss V. Walker. Among
passengers passing through Hongkong
were: Mrs. C. M. Dyer, Miss H. M.
Dyer, Mr. Jas. J. Gall, Mr. C. E. de
Malig, Mrs. H. Penick, Mr. and Mrs.
F. J. Seares, Mr. R. Sugiyama, Mr. D.
Agalla, Mr. W. H. Chapman, Dr. R.
Coxon, Mr. T. Josen, Comdr. and Mrs.
H. E. Kelley, U.S.N.

DEPARTURES.

Per s.s. President Polk, on August
31st:—Mr. H. S. Hill, Mr. H. Volker,
Mr. and Mrs. A. J. Lane, Miss M. Lane,
Mr. J. Pagandian, Mr. John W. Reimer,
Mr. C. E. Haygood, Mr. F. Aragon, Mr.
M. E. Brink, Mrs. S. W. Haas, Miss
J. R. Matias, Ensign Wm. J. Mullins,
Mr. W. O. Pinkerton, Mr. and Mrs. R.
Portillo, Mr. J. P. Torres, Mr. H. N.
Cookingham, Rev. and Mrs. D. P. Cole,
Master P. S. Cole, Miss P. C. du Mer,
Mr. and Mrs. W. H. Heinrichs, Master
W. H. Heinrichs, jr., Miss L. E. Terny,
Mr. M. D. Ara, Mrs. C. H.
Weber, Mr. Chas. H. Zenas, Dr. and
Mrs. H. R. O'Brien, Mr. P. A. Petty,
Mr. H. L. Good, Mrs. F. Butts, Dr. and
Mrs. T. Ashby, Mrs. S. E. Smith, Mr.
A. R. Ingeld, Mrs. A. C. Hastings,
and Mrs. E. Young, Mr. A. Livingston, Mr.
Dr. A. Kely, Miss J. E. Livingston, Mr.
and Mrs. P. H. Smith, Mr. C. H. Smith,
Miss J. M. Smith, Mr. L. B. Smith, and
Father McVeigh Harrison.

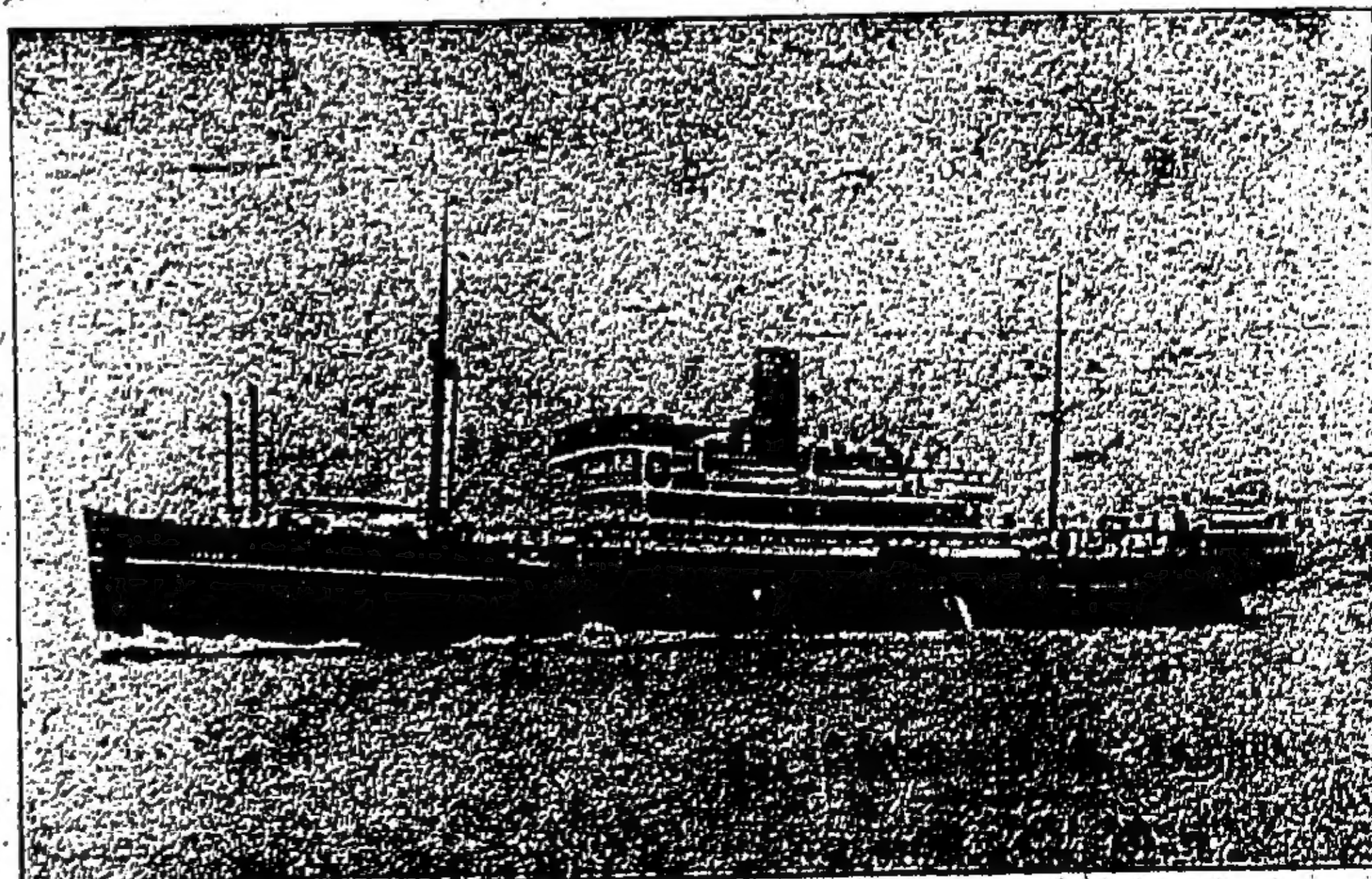
THE NEW FRANCE REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Blood & Skin
Diseases, No. 3 for Chronic Weakness, sold at
all chemists, druggists, and grocers. In U.S.A. at
LARGE CHEMISTS, FRANK & SON, 100 N. 4th St.,
NEW YORK, N.Y. In U.S.A. at L. & CO.,
100 N. 4th St., NEW YORK, N.Y. In U.S.A. at
L. & CO., 100 N. 4th St., NEW YORK, N.Y.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

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Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE
ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 30th.

Sui Fik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with vegetables and cattle, lying at Luau Cheong Wharf.—Fook Hoi Co.

August 31st.

Amazon Maru, Japanese str., 4,398 tons, Capt. K. Hirano, from Shanghai, which port she left on August 25th, with a general cargo, lying at buoy No. A3.—O.S.K.

Borealis, British str., 2,031 tons, Capt. C. H. Jones, from Tarakan and Sebatik, with liquid oil, lying at Taikotsui.

Chipping, British str., 1,199 tons, Capt. D. G. Burleigh, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Dakar Maru, Japanese str., 4,383 tons, Capt. Tadatsuka Takase, from Hamburg and Singapore. The latter port she left on August 25th, with a general cargo, lying at buoy No. A32.—N.Y.K.

Glengarry, British m.s., 3,519 tons, Capt. J. Angier, from London, which port she left on 1st, 24th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Hong Kong, British str., 2,525 tons, Capt. D. M. Hood, from Rangoon and Singapore. The latter port she left on August 25th, with a general cargo, lying at buoy No. A28.—Seng Soon Hong.

Kuan Maru, Japanese str., 1,971 tons, Capt. K. Kaura, from Milik, with a cargo of coal, lying at buoy No. B50.—Suzuki & Co.

Kwaiyang, British str., 1,980 tons, Capt. G. Byers, from Bangkok, with a general cargo, lying at buoy No. B11.—B. & S.

Ming Sang, British str., 660 tons, Capt. G. H. Hodgson, from Haiphong, with a general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

Nam Sang, British str., 4,035 tons, Capt. F. Mooney, from Kobe via Amoy, with 1,340 tons of general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

President Jefferson, American str., 3,443 tons, Capt. F. R. Nichols, from Manila, which port she left on August 25th, with a general cargo, lying at Kowloon Wharf.—Admiral Oriental Line.

Southern, British str., 1,594 tons, Capt. Edwin Monkman, from Shanghai, with a general cargo, lying at buoy No. B9.—B. & S.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Namtau, with a cargo of vegetables, lying at Luau Cheong Wharf.—Fook Hoi Co.

Takushima Maru, Japanese str., 3,072 tons, Capt. T. Tomimaga, from Shanghai, which port she left on August 25th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

CLEARANCES.

August 31st.

Baker Maru, for Shanghai.

Borealis, for Shanghai.

Glengarry, for Amoy.

Hong Kong, for Amoy.

Kuan Maru, for Batavia.

President Jefferson, for Shanghai.

Sui Fik, for Miri.

Sui Fik, for Sha U Chung.

Tak Hing, for Haiphong.

Takushima Maru, for Singapore.

Van Chuan, for Singapore.

VESSELS IN DOCK.

The following vessels are in dock at Taikotsui:—Hanyang, Kaito, Helena and Nippon.

At Kowloon Dock:—Tai Tak.

At Cosmopolitan Dock:—Lama.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN PORTS.

"SAARLAND" ... due here on or about the 25th September, 1926

SAILINGS FOR EUROPE

M.S. "MUNSTERLAND" ... sailing on or about the 12th September, 1926

S.S. "OLDENBURG" ... sailing on or about the 10th October, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JEFFERSON" ... Sept. 1st, 5 p.m.

"PRESIDENT GRANT" ... Sept. 13th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocousses on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT GRANT" ... Sept. 5th, 5 p.m.

"PRESIDENT MADISON" ... Sept. 17th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

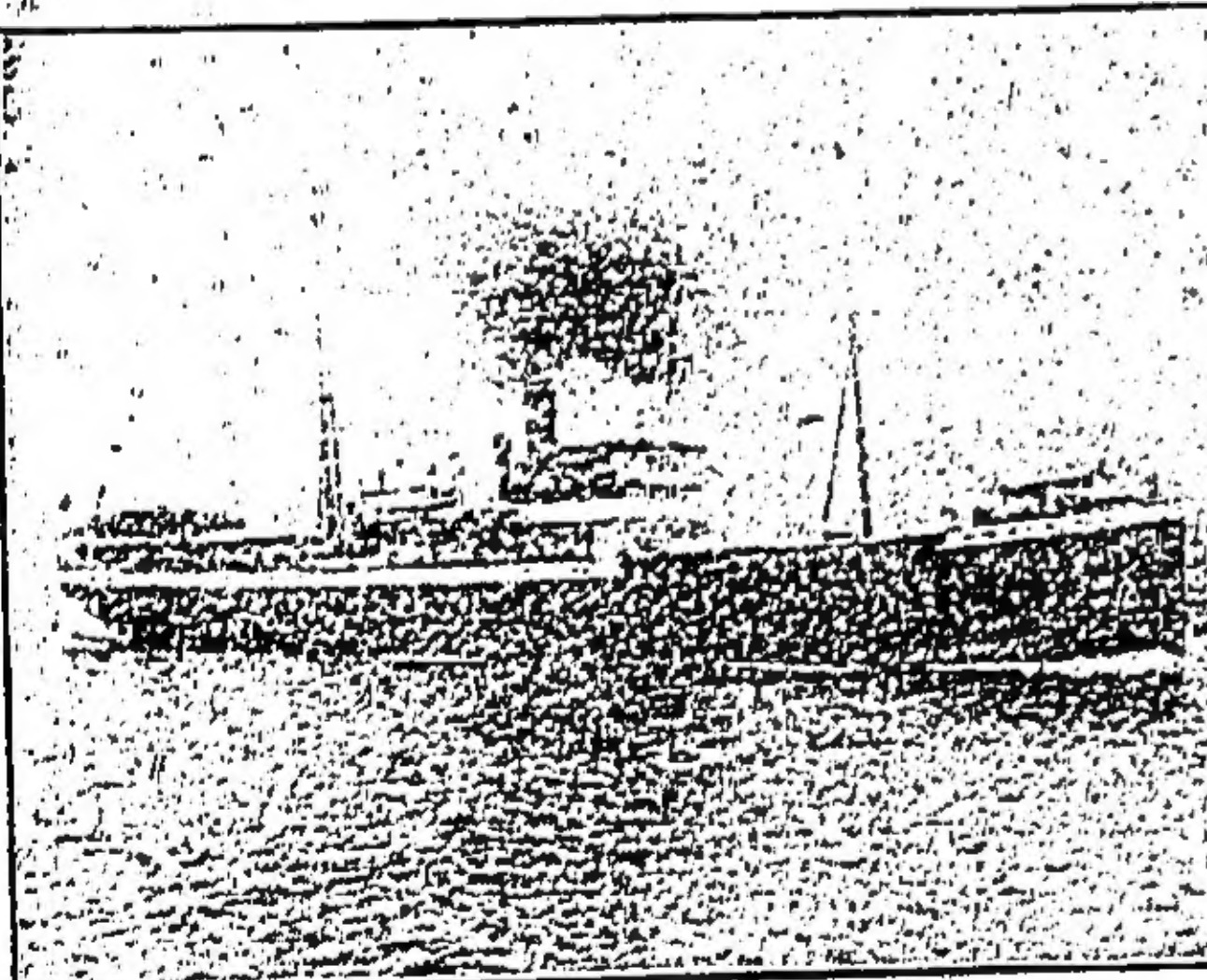
Telephone: Central 2477, 2478 & 795.

CHINA BORNEO SHIPPING CO.

HONGKONG-BORNEO LINE.

To Sandakan thence to Lahad Datu, Tawar and Semporna, calling at Jessellon on Return voyage.

Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.

All cabins (1st and 2nd class) fitted with Electric Fans.

Hotel reservations arranged at Sandakan if desired.

Through Bills of Lading issued to other B. N. Borneo Ports.

Sailings are subject to alteration.

For Freight, Passage and other Information please apply to—

CARMICHAEL & CLARKE, Agents. QUEEN'S BUILDING. PHONE. C. 232.

OR

W. WATT & CO., Agents. 133, WING LOK STREET WEST. PHONE. C. 4969.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"

(9,570 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 6th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

For Freight or Passage Apply to—

THE BANK LINE LTD.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

(Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STRAITS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPEROR OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPEROR OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Oct. 1
EMPEROR OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPEROR OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Sept. 8	Sept. 13	Sept. 11	Sept. 13
Oct. 6	Oct. 8	Oct. 9	Oct. 11

Passenger Department: Tel. C. 752.

Freight and Express: Tel. C. 42.

Cables: GACANPAO.

Cables: NAUTILUS.

[15]



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*SIBERIA MARU ... Monday, 21st Sept, at Noon

*TAIYO MARU ... Tuesday, 5th Oct, at Noon

*TENYO MARU ... Monday, 18th Oct.

*Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 12th Oct, at Noon

BOKUYO MARU ... Saturday, 27th Nov, at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

BAKOZAKI MARU ... Saturday, 11th Sept.

HAKUSAN MARU ... Saturday, 25th Sept.

KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Sept.

AKI MARU ... Wednesday, 30th Oct.

NEW YORK and/or BOSTON via PANAMA.

TAKEOTOYO MARU ... Monday, 5th Sept.

MAYEBASHI MARU ... Saturday, 18th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 11th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU ... Tuesday, 21st Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

DAKAR MARU ... Wednesday, 1st Sept.

HARUNA MARU ... Monday, 6th Sept.

KAMO MARU ... Tuesday, 21st Sept.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ... B	...	...	14th Sept, 1926.
ANGERS ... B	30th July, 1926	31st Aug, 1926	22nd Sept, "
D'ARTAGNAN ... A	13th Aug, "	14th Sept, "	12th Oct, "
ANGKOR ... B	27th Aug, "	23rd Sept, "	26th Oct, "
PORTHOS ... A	10th Sept, "	12th Oct, "	9th Nov, "
CHAMBERD ... B	24th Sept, "	25th Oct, "	23rd Nov, "
PAUL LECAT ... A	8th Oct, "	10th Nov, "	7th Dec, "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class ... £ 95. 0d. Od. B CLASS 1st Class ... £ 85. 0s. Od.

STEAMERS 2nd ... £ 70. 0d. Od. STEAMERS 2nd ... £ 61. 0s. Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

a.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd September.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRAVEL—REPRESENTATION.

[16]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"HOPSANG"	Wednesday, 1st Sept, at Noon.
STRAITS & CALCUTTA	"NAMSANG"	Thursday, 2nd Sept, at 3 p.m.
KINPO & CALCUTTA	"YATSHING"	Friday, 3rd Sept, at Noon.
TIENTSIN	"CHIPSANG"	Friday, 3rd Sept, at Noon.
HAIPHONG	"MINGSANG"	Saturday, 4th Sept, at 8 a.m.
SANDAKAN	"MAUSANG"	Tuesday, 7th Sept, at 2 p.m.
TSINGTAU via SHANGHAI	"FOUSANG"	Wednesday, 8th Sept, at 3 p.m.
KOBE via SHANGHAI	"LAISANG"	Friday, 10th Sept, at 7 a.m.
MOI	"KUTSANG"	Saturday, 11th Sept, at 3 p.m.
STRAITS & CALCUTTA	"CHEONGSANG"	Wednesday, 15th Sept, at 7 a.m.
TIENTSIN	"FOKSANG"	Saturday, 18th Sept, at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 21st Sept, at 7 a.m.
OSAKA via KOBE	"HINSANG"	Saturday, 25th Sept, at 2 p.m.
SANDAKAN		

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.	Vessel	Discharge	Leaves Hongkong.
"GLENAPP"	16th Sept.	"GLENUGLE"	...	22nd Sept.
"GLENSHANE"	5th Oct.	...	...	London, Rotterdam & Hamburg.
"CARMARTHENSIRE"	16th "	"GLENGARRY"	...	20th Oct.
"GLENBEG"	28th "	...	...	London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO. LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 3696.

[17]

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.



Cabin class £73. 4s. 0d. To GENOA.

Intermediate class £48. 2s. 0d.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA LONDON, ST. PETERSBURG, BALAWAY, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
*S.S. "TRIER"	10th September, 1926	10th October, 1926.
*S.S. "SAARBRUECKEN"	6th October, "	14th November, "
*S.S. "COBLENZ"	5th November, "	23rd November, "
*S.S. "YORK"	2nd December, "	2nd January, 1927.
*S.S. "FULDA"	30th December, "	6th February, "
*S.S. "TRIER"	27th January, 1927.	27th February, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4567.

3, Queen's Building, Chater Road.

Agents. HONGKONG.

[18]



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	N. CHINA & AMOY	1st Port	1st Sept.	MANILA & JAVA
STRAITLOERNE	JAVA	31st "	...	...
KWANTUNG	JAVA	4th Sept.	...	...
TJISAROE	BATAVIA	5th "	2nd Sept.	SHANGHAI
TJIKARANG	SHANGHAI	6th "	9th "	BATAVIA
TJITABONG	N. CHINA & AMOY	18th "	17th "	BATAVIA
CEYLON	JAVA	18th "	...	...
TJISONDARI	BATAVIA	19th "	23rd Sept.	SHANGHAI
TJISAROE	SHANGHAI	20th "	23rd "	BATAVIA
TJIBESAR	JAPAN	23rd "	24th "	BATAVIA
TJILEBOET	N. CHINA & AMOY	25th "	1st Oct.	MANILA & JAVA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LINE.

[19]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**
(ANDREW WILK & CO., LTD.)

Sailings from Hongkong
M.V. "SPRINGBANK" ... Via Suez Canal 30th September.

**UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE**
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF MELBOURNE" ... From Hongkong 5th September.
For Marseilles, Havre, London and Hamburg.

FABES TO LONDON "A" 1st Class £24. 2nd Class £20.
"B" 1st Class £20. 2nd Class £18.

**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong October.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Obinda, Inhambane, Lourenco, Mocimboa, Kilindini, Port Nolloth, Luanda Bay, Walvis Bay, and Malagascar.

AUSTRAL-EST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

BY
FAST MOTOR VESSELS

TO

**BOSTON
NEW YORK
PHILADELPHIA**

M.V. "CHINESE PRINCE" ... Leave Hongkong 5th Sept, 1926
M.V. "MALAYAN PRINCE" ... 3rd Oct, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 1st September.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574

YORK BUILDING, CHATER ROAD.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MACEDONIA"	11,089	4th Sept. Noon	Marseilles and London.
"NAGORE"	5,283	10th Sept.	Marseilles, London, Rotterdam, Hamburg, Antwerp & Hull.
"MALWA"	10,841	18th Sept.	Marseilles & London.
"KIDDERPORE"	5,334	23rd Sept.	Singapore, Penang, Colombo and Bombay.
"NELLORE"	5,853	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Antwerp & Hull.
"MOREA"	10,918	18th Oct.	Marseilles and London.
"KEYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"NYANZA"	7,023	30th Oct.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	30th Oct.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,841	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles, London and Antwerp.
"KASHGAR"	9,005	19th Feb.	Marseilles and London.
"MANTUA"	10,902	5th March	Marseilles & London.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MACEDONIA"	11,089	2nd April	Marseilles, London and Antwerp.
"KARMALA"	9,123	15th April	Marseilles and London.
"MALWA"	10,841	30th April	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirena, Smyrna, and other Levant Ports by steamers of the Redevial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	7th Sept. 1 p.m.	Singapore, Penang and Calcutta.
"SANTHA"	7,754	15th Sept.	do.
"TILAWA"	10,006	21st Sept.	do.
"TALAMBA"	9,015	24th Sept.	do.
"SHIRALA"	7,841	2nd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st Oct.	Manila, Sandakan, Thursday Island.
"ARAFURA"	6,000	29th Oct.	Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Dec.	do.
"ST. ALBANS"	4,500	31st Dec.	do.
"ARAFURA"	6,000	29th Jan.	do.
"TANDA"	6,956	4th Mar.	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	9,005	3rd Sept. 8 a.m.	Shanghai, Moji and Kobe.
"TALAMBA"	9,015	7th Sept.	Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	14th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	18th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"MIRZAPUR"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,123	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"KHIVA"	9,135	14th Nov.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	15th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,841	18th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	7th Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	21st Jan.	Shanghai, Moji and Kobe.
"TANDA"	6,956	4th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,123	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,841	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans, free of charge.

Steamers on London and Australian Lines are fitted with Landries.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN
(Occupying 8 to 9 Days)

HAINING ... Friday, September 3rd, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) or vice versa and return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

**CHINA NAVIGATION CO.,
LIMITED.**

SHANGHAI & NEWCHOWANG	"HANTANG"	On 1st Sept.	4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 2nd Sept.	3 p.m.
AMOY & SINGAPORE	"KINGYUAN"	On 3rd Sept.	6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 4th Sept.	6 a.m.
SHANGHAI	"SUIYANG"	On 5th Sept.	6 a.m.
BANGKOK	"KWEIYANG"	On 6th Sept.	6 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 7th Sept.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 7th Sept.	8 a.m.
SHANGHAI	"SUNNING"	On 9th Sept.	6 a.m.
HOLBOW & HAIPEHONG	"TEAN"	On 9th Sept.	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 9th Sept.	4 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 11th Sept.	6 a.m.
HALPHONG	"CHINHUA"	On 11th Sept.	10 a.m.
SHANGHAI	"SINKIANG"	On 12th Sept.	6 a.m.
AMOY & SHANGHAI	"KANCHOW"	On 14th Sept.	6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 36. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—10 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	10th September	17th September
CHANGTE	8th October	18th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**

Telephone: Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE" ... on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: "B" CLASS:

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "FIUME L" ... on or about 4th September.

M.V. "VIMINALE" ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "ROSANDEA" ... on or about 9th September.

S.S. "FIUME L" ... on or about 30th September.

M.V. "VIMINALE" ... on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st August.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... Via Suez Canal 10th September.

S.S. "CITY OF EVANSVILLE" ... Via Suez Canal 24th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passage, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.**

HONGKONG AND CANTON or **JARDINE MATHESON & CO., LTD., CANTON.**

[21]

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	Linan ...	1st Sept.
RAIGON	Angers ...	1st Sept.
U.S.A., HONKONG, JAPAN & SHANGHAI ...	Pres. Pierce ...	2nd Sept.
Europe via Suez (letters & papers, London, 5th Aug. & parcels 29th July) ...	Kashgar ...	2nd Sept.
SHANGHAI	Suiyang ...	2nd Sept.
U.S.A., CANADA, JAPAN & SHANGHAI ...	Pres. Grant ...	4th Sept.
AUSTRALIA & MANILA ...	St. Albans ...	8th Sept.
CANADA, U.S.A., JAPAN & SHANGHAI ...	Emp. of China ...	7th Sept.
MANILA	Pres. Pierce ...	10th Sept.
JAPAN AND SHANGHAI ...	Amoy ...	14th Sept.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via VANCOUVER, B.C.—due Victoria B.C. 20th Sept. ...	Pres. Jefferson ...	Wednesday, 1st, 10.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa ...	Van Olon ...	2.00 P.M.
Shanghai & Japan ...	Angers ...	3.00 P.M.
Haiphong ...	New Mathilde ...	5.00 P.M.
Straits & Calcutta ...	Namwang ...	Thursday, 2nd, 1.30 P.M.
Swatow ...	Soccho ...	1.30 P.M.
Manila ...	Pres. Pierce ...	5.00 P.M.
Amoy ...	Kashgar ...	5.00 P.M.
Shanghai ...	Emp. of Canada ...	Friday, 3rd, 9.00 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C. 20th Sept. & EUROPE via Siberia (letters and parcels specially superscribed "Via Siberia" only) ...	Pres. Pierce ...	1.30 P.M.
Manila ...	Pres. Grant ...	5.00 P.M.
Shanghai ...	Macdonald ...	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 1st Oct. ...	Mingwang ...	Saturday, 4th, 5.00 P.M.
Haiphong ...	Suiyang ...	5.00 P.M.
Shanghai & EUROPE via Siberia (letters & parcels specially superscribed "Via Siberia" only) ...	Pres. Grant ...	Sunday, 5th, 9.00 A.M.
Manila ...	Kashgar ...	5.00 P.M.
Swatow, Amoy and Formosa ...	Kashgar ...	5.00 P.M.
Bangkok ...	Kashgar ...	5.00 P.M.
Amoy ...	Kashgar ...	5.00 P.M.
Straits and Calcutta ...	Takida ...	Tuesday, 7th, 10.00 A.M.
Sandakan ...	Mauwang ...	12.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 8th Oct. ...	Sarpedon ...	Wednesday, 8th, 9.45 A.M.
Shanghai ...	Kashgar ...	3.30 P.M.
Shanghai ...	Kashgar ...	5.00 P.M.
Wei Hai Wei ...	Kashgar ...	5.00 P.M.
Hohow and Haiphong ...	Kashgar ...	5.00 P.M.
Shanghai ...	Kashgar ...	5.00 P.M.
Haiphong ...	Kashgar ...	5.00 P.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"SARPEDON" 8th Sept. Mers., L'don., E'dam. & Glasgow.
 "HELENUS" 21st Sept. Mers., L'don., E'dam. & Hamburg.
 "CALORAS" 5th Oct. Mers., L'don., E'dam. & Hamburg.
 "PATROCLUS" 20th Oct. Mers., L'don., E'dam. & Glasgow.

LIVERPOOL SERVICE.

"TELEMACHUS" 20th Sept. Genoa, Havre, Liverpool & Glasgow.
 "ATREUS" 20th Oct. Genoa, Havre and Liverpool.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
 "TALITHYBIUS" 18th Sept. Victoria, Vancouver & Seattle.
 "PHILOTTES" 7th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ANTIOCHUS" 10th Sept. New York, Boston & Baltimore.
 "TRUCER" 22nd Oct. New York, Boston & Baltimore.

PASSENGER SERVICE.

"SARPEDON" 8th Sept. Singapore, Marseilles & London.
 "PATROCLUS" 20th Oct. Singapore, Marseilles & London.
 "ANTIOCHUS" 17th Nov. Singapore, Marseilles & London.
 "HECTOR" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

Butterfield & Swire,

Agents.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
 Issued and Fully Paid \$30,000,000
 Reserve Funds: \$24,500,000
 Silver \$37,000,000

Reserve Liability of Proprietors \$20,000,000
 HEAD OFFICE: HONGKONG.

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.

Hon. Mr. A. O. LANG,
 Deputy Chairman.

W. H. Bell, Esq., T. G. W. White, Esq.,
 A. H. Compton, Esq., H. P. White, Esq.,
 W. L. Patterson, Esq., G. M. Young, Esq.,
 Chief Manager:
 A. H. BARLOW, Esq.

BRANCHES: Amoy, Hongkong, Penang, Singapore, Shanghai, Swatow, Yokohama.

Current Accounts opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW, Esq.,
 Chief Manager.

Hongkong, 27th May, 1926. [3]

BANQUE DE L'INDO-CHINE.

Head Office:
 96, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 72,000,000.00
 Paid-up Capital: Frs. 68,400,000.00
 Reserve Fund: Frs. 56,987,283.54

BRANCHES: Bangkok, Batavia, Canton, Hongkong, Lyons, Manila, Peking, Shanghai, Singapore, Siam, Tientsin, Yunnan.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.
 Hongkong, 29th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONGKONG.
 10, Des Vaux Road Central.

AUTHORIZED CAPITAL \$10,000,000
 PAID-UP CAPITAL 5,000,000
 RESERVE FUND 1,900,000

BRANCHES AND AGENTS: Canton, Hongkong, Shanghai, Singapore, Swatow, Yokohama.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange Business transacted.

Loans granted on approved securities.

Safe Deposit Boxes To Let.
 Kan Tong Po, Chief Manager.
 Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

Head Office: HONGKONG.
 Established 1912.

AUTHORIZED CAPITAL \$1,200,000
 PAID UP CAPITAL \$1,082,925
 SILVER RESERVE FUND \$ 700,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all Principal Cities of the World.

London Bankers: THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

August 31st, 1926.

On London: Telegraphic Transfer 2 1/2; Bank Bills, on demand 3 1/4 3/16; Bank Bills, at 30 days sight 3 1/4; Bank Bills, at 4 months sight 3 1/4; Credits, at 4 months sight 3 1/4 3/16; Documentary Bills, 4 months sight 2 3/4 5/16.

On Paris: Bank Bills, on demand 1 1/4 3/16; Credits, 4 months sight nom.

On New York: Bank Bills, on demand 53; Credits, at 60 days sight 54 1/2.

On Bombay: Telegraphic Transfer 145; Bank Bills, on demand 145.

On Calcutta: Telegraphic Transfer 145; Bank Bills, on demand 145.

On Shanghai: Bank Bills, at sight 110; Private, 30 days sight 110.

On Yokohama: On demand 105 1/2.

On Manila: On demand 94.

On Singapore: On demand 130 1/2.

On Batavia: On demand 130 1/2.

On Haiphong: On demand 130 1/2.

On Saigon: On demand 130 1/2.

On Bangkok: On demand 130 1/2.

Overseas Bank's Buying Rate 83.85.

Gold Leaf, 100 fine, per oz. 34 13 1/16.

BAR SILVER, per oz. 34 13 1/16.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
 Subscribed Capital £2,500,000
 Paid-up Capital £1,050,000
 Reserve Fund £1,350,000

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Colombo, Delhi, Hongkong, Howrah, Kandy, Karachi, Port Louis, Kota Bharu, Kuala Lumpur, Singapore, Siam, (Bangkok), Madras, New York.

HONGKONG BRANCHES: Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. C. SANDES, Manager.
 7, Queen's Road Central, Hongkong, June 17th, 1926. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Head Office:
 74, rue St. Lazare, Paris.

Capital: Frs. 20,000,000
 Reserves: Frs. 11,160,000
 Special Working Capital: Frs. 50,000,000

BRANCHES: Paris, Lyons, Hongkong, Shanghai, Canton, Hankow, Tientsin, Peking, Yunnan.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.
 Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN, GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
 Capital (Paid-up) Yen 39,375,000

Head Office: TAIPEI, FORMOSA.

BRANCHES: Japan: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shichiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA: Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

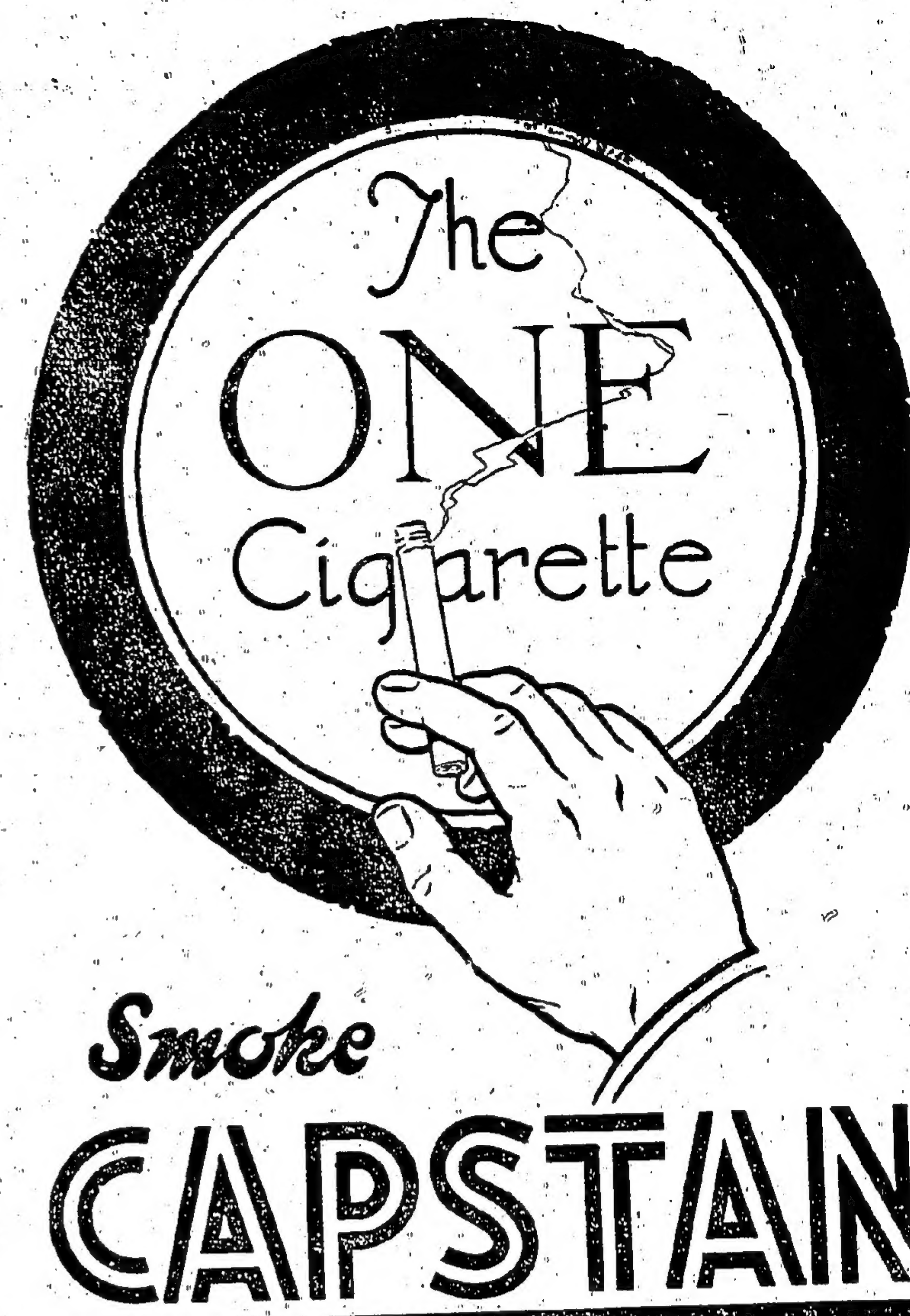
OTHERS: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers: THE LONDON COUNTY WESTMINSTER AND PRINCE'S BANK.

The Bank has Correspondents in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

T. TAKAGI, Manager.
 HONGKONG BRANCH,
 8, Des Vaux Road, Central,
 Hongkong, 11th May, 1926. [27]



3-415

This advertisement is issued by the British-American Tobacco Co., Limited Ltd.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL: \$50,000,000.00
 PAID-UP CAPITAL: 19,750,000.00
 RESERVE FUND: 9,884,398.89

Head Office: PEKING.

Hongkong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers: THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI, Manager.
 Hongkong, January 18th, 1926. [38]

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1903.

AUTHORIZED CAPITAL: Guilders 150,000,000

(£12,500,000)

Paid-up Capital 80,000,000

(£6,400,000)

Reserve Fund 21,117,340

(£1,719,775)

Special Reserves 22,800,000

(£1,888,330)

Head Office: AMSTERDAM.

Eastern Head Office: BATAVIA.

BRANCHES: Bandjermasin, Batavia, Bencoolen, Bontoe, Djakarta, Hongkong, Kanton, Koba, Koba, Padang, Palembang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta, Tegal, Tjilatjap and Weltevreden.

London Bankers: NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN, Acting Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid: Yen 100,000,000

Reserve Fund: Yen 86,500,000

Head Office: YOKOHAMA.

BRANCHES AND AGENTS AT: Batavia, Kaituma, Rangoon, Bangkok, Kaituma, Soerabaya, Bencoolen, Kaituma, Singapore, Ceylon, Kaituma, Penang, Malacca, Kaituma, Hongkong, Canton, Kaituma, Shanghai, Hankow, Kaituma, Tientsin, Peking, Kaituma, Yunnan.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.
 Hongkong, 11th March, 1926. [35]

RUSSO-ASIATIC BANK.

Capital (FULLY PAID) 55,000,000

RESERVE FUND 26,980,000

Kup. Tia.

CAPITAL CONTRIBUTED BY THE CHINESE GOVT. 3,500,000

RESERVE FUND 1,750,000

Head Office: Paris: 9, Rue Boudreau.

LONDON OFFICE: 64, Old Broad Street, E.C. 2.

BANKERS: Messrs. Glyn, Mills, Currie & Co.; Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France.

PARIS: Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.

LYONS: Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank; Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA: Ussungchun, Harbin, Peking, Chifeng, Hongkong, Shanghai, Dairen, Khabarovsk, Tientsin, Hankow, Manchouli, Urumtsch, Newchwang, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

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CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital: £23,000,000

Reserve Fund: £24,000,000

Reserve Liability of Proprietors: £23,000,000

AGENCIES AND BRANCHES: (Many Branches) BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHONGKING, HANKOW, HONGKONG, KANTON, KOBAY, KUALA, KUPING, LONDON, LYONS, MANILA, MUMBAI, NAGASAKI, NEW YORK, Peking, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TAIPEI, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
 Hongkong, August 1st, 1926. [30]

EQUITABLE EASTERN BANKING CORPORATION.